SCRAP BOOK

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MRS G PRATT
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BRIDGEWATER MA 02324
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Home fires burning for U.S. troops

TERENCE EGAN
Managing Editor

BRIDGEWATER — Just hours before the U.S. and allied ground offensive began on Saturday, Bridgewater residents banded together at the Legion Field to offer wishes for the safe return of the soldiers involved in the war, and to offer support to their families.

Between 400-500 people lit candles, donned ribbons and waved flags in a the show of support which began at 6:00 p.m.

But state representative Jackie Lewis (R-Bridgewater) put a note of caution in her speech to the supporters, even as hopes of a peaceful settlement ran high.

"Today we pray for peace," said Lewis. "But a peace we can live with. Not a hollow peace, and not a peace dictated by Saddam Hussein."

Little more than an hour later, news of the ground offensive was widespread.

Selectman Roger Provost urged supporters to be "soldders at home, soldiers of support." And, he said, we must join together in welcoming the soldiers home when the time comes.

That sentiment was echoed by John Chilholm of the Bridgewater VFW. "People didn't understand the wars in Korea and Vietnam," he said. "But as you can see from this gathering, this is going to be very different."

Chisholm read a letter from 1979 Bridgewater-Raynham graduate Air Force Capt. John Whitney, who is now flying combat missions in the Persian Gulf. Whitney expressed gratitude for the "hundreds of letters" sent in support of the troops.

Whitney's father, Ralph, was on hand for the ceremony.

The gathered supporters sang God Bless America and the Star Spangled Banner as they held lighed candles. Yellow roses were distributed to the Mothers, wives and sisters of Bridgewater soldiers.

Town Clerk and Bridgewater support group founder Ron Adams read a list of Bridgewater residents currently serving in Operation Desert Storm, and asked residents knowing of others not on the list to contact the Town Hall.

The list is as follows:

OPERATION DESERT STORM

Bridgewater Residents:

PH3 Carol Blackden
Sgt. Steven Blackden
Pfc. Michelle M. Branch U.S. Army
Pvt. Tina Briggs U.S. Army
LCpl James M. Brow
PV2 Rich Capiello

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Georgia Hamlen (l) and Marie Ferbert braved frigid weather at Bridgewater's Legion Field to show support for Desert Storm troops.

Town to rally around military families

By CHRISTINE WALLGREN
Associate Editor

E. BRIDGEWATER — Two separate efforts by townspeople are scheduled for this Sunday to demonstrate support for East Bridgewater's enlisted as well as their families.

Legionnaire Phil Carey announced on Monday night that the American Legion and Commercial Club on Nielson St. will host a Breakfast from 10 a.m. to noon on Sunday, March 3 to benefit the families of those in the Armed Forces. The three Selectmen noted that they plan to attend this event, and Carey said many of the family members of the local military will also be present.

"I hope we'll have a big turnout in honor of our people in the Armed Forces," said Carey. The menu will feature scrambled eggs, toast, sweet rolls, bacon, sausage, juice and coffee.

Simultaneously, volunteers are asked to gather at St. John's Church on Sunday morning in order to help tie yellow ribbons on 4,000 telephone poles throughout town. David Swartz, son of Selectman Irena Swartz, is in charge of Operation Yellow Link. He has been able to order 6,000 yards of yellow ribbon from Paperama, and is hoping for help from the High School Key Club, Kids in Support of Soldiers, and townspeople in general to have the town completely ribbonized by Sunday evening.

More information can be obtained from David at 378-2727 between 5-9 p.m.

Future of landfill in hands of Health Board

By CHRISTINE WALLGREN
Associate Editor

E. BRIDGEWATER — Since Browning-Ferris Industries is currently nearing the end of its contract with East Bridgewater as well as running out of room for the 1500 tons per day of municipal rubbish brought into the Thatcher Street landfill, the company has now filed for a vertical expansion at the 233 acre site, 84 acres of which are now landfilled. B.F.I. received a favorable ruling on site suitability from the state last month, bringing them to the final stage of the permit-granting process, which involves a site assignment permit to be granted by the East Bridgewater Board of Health.

The Public Hearing on the expansion took place February 21-22- and 25, where residents were allowed to ask questions of Defeo, Waite Associates of Raynham, who have engineered the proposed design, as well as voice their concerns. The hearing was conducted almost as a court case, with Hearings Officer Denis Regan ruling certain issues as extraneous to the site suitability criteria. Over 70 exhibits were admitted as relevant to the permit consideration. These exhibits will be examined by the Board of Health prior to their ruling.

The hearing opened with the applicant presenting his case, which was followed by a cross examination of the applicant by the public. Fred Defeo, president of Defeo, Waite Associates, explained B.F.I.'s proposal which will raise Section 1 of the landfill from 130 ft. to 193 ft. above sea level. This section has been closed since 1980 and is unlined at its base since it is older than

See Page 4

Bridgewater voters save X-ing guards, nix VNA money

By TERENCE EGAN
Managing Editor

BRIDGEWATER — Bridgewater voters Monday saved the jobs of five school crossing guards by approving a $10,000 transfer, but were unable to appropriate another $10,000 requested by the Bridgewater Visiting Nurse Association.

Voters unanimously decided to transfer

See Page 2

W. Bridgewater voters decide on 7 Town Meeting articles

By MARGIE MCNALLY
Staff Writer

W. BRIDGEWATER — Town officials and approximately 100 voters attended a special town meeting at the Spring Street School on Monday evening to decide on a list of warrant articles. All but two of the articles were approved. Included is the list of affirmative

See Page 5

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Inside Bridgewater

Bridgewater-Raynham students Jennifer Hastings (l), Flags, and Jennifer Irving, Band, marched in support of Bridgewater residents serving in the Gulf.

Bridgewater VNA makes 1,076 January visits

BRIDGEWATER — Final plans for the Friends of the Bridgewater Visiting Nurse Association were presented by the chairman, Ann Wood at the February Board meeting of the Bridgewater VNA.

Ann Kirkpatrick, BSN, Supervisor/Administrator reported the staff made 1,076 visits during the month of January. There were 380 skilled nursing visits, 148 therapy visits and 548 visits by home health aides to 116 patients. Sixty six clients were seen at the January health conferences and clinics held under the direction of Jeannette Irving, RN, senior nurse.

Nursing and financial policies as presented by Janice Lawson, first vice president, and Ruth Metcalf, treasurer, were accepted. Additional reports were presented by Marjorie Moore, chairman, Memorials and Doris Sandrock, chairman, Clinics. The resignation of board member Eleanor Wyatt was accepted.

Appointed to serve on the Nominating Committee were: Mildred Hatch, Barbara McNeill, Ruth Metcalf and Emily Stone.

Following the Board meeting Florence Henrickson, coordinator of Elder Affairs for Bridgewater spoke on "Our New Senior Center."

Bridgewater resident serving in Desert Storm

LCPL Jason D. Preti has recently completed training as an Avionics technician in the U.S. Marine Corps. He is assigned to the 2nd Marine Airwing and is currently stationed in the Persian Gulf.

Jason is the son of David and Paula Preti of Fayetteville, GA and grandson of Columbo and Lorraine Preti of Bridgewater.

Letters of encouragement can be sent to: LCPL Preti Jason D 031568539, VMA (AW)-533-C, FPO New York 09502-0518.

LCPL Jason D. Preti

Successful auction held for playground

BRIDGEWATER — An auction and dance for the Bridgewater Community Playground was held on Friday, Feb. 15 at Veterans' Club in Bridgewater. The event netted $6,042.35 for the Rainbow's End Playground project to be built on Flagg St. this spring.

This brings the total amount raised to date to $16,004.48, or roughly 30% of the projected goal.

★Crossing guards

From Page 1

$10,000 from a 1989-90 property tax abatement fund to the crossing guard salary account, which ran out of money this week. Cuts in the account — which is currently included in the police budget — were made in October when over $1,000,000 was slashed from the current years' budget. Because of a contract clause, all town crossing guards would need to be eliminated before any patrolmen's salaries could be reduced. Two of the town's seven crossing guard positions were eliminated earlier this year.

Selectman Roger Provost said that he instructed the town Assessor to examine the abatement account for possible use to fund the crossing guards. When it was determined that no abatement claims were pending against the money, he said, Assessors declared that the money had "freed up," making the transfer possible.

Another $1,400 will be necessary to retain the crossing guards until the end of the school year. It is expected, said Provost, that another special Town Meeting will be held to transfer that amount from another police account.

Voters were unable, however, to approve appropriations or transfers of money for the VNA and for the Lions Club Christmas lighting account.

The VNA, which serves Bridgewater and West Bridgewater, failed to submit its budget request in time for the Annual Town Meeting last June. But town officials promised then to search for money to fund the non-profit, state-regulated group.

But according to Richard Clark, chairman of the Advisory Board which recommended against the appropriation or transfer Monday, the money just is not available.

"We have no identified monies available," said Clark, "therefore, we cannot recommend this article."

According to VNA Board of Directors President Eleanor MacCurdy, the VNA expends $43,000 annually in skilled nursing visits in the town. The loss of town funding will not affect the services this year, she said.

"We have to give the services, and we have to find the money," said MacCurdy.

The group is beginning a fund drive next week, and will contact residents for donations by mail.

Also rejected was the Lions request for $600 for reimbursement for expenses in lighting the Town Common during Christmas.

According to Town Clerk Ron Adams, the Lions were not notified when that account fell victim to budget cuts in June. The group began assisting the town with the project in 1980 as a result of budget constraints imposed by the passage of Proposition 2½, he said.

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Talk of the Common — By Ken Moore

By KEN MOORE

The Paper Mill:

Pictures of the field off Plymouth Street where Allie Wood wants to sell tires and used cars on Cable 8 news brings back memories of Jenkins Paper Mill, which was located on the other side of the bridge across the river. The field used to be one of the fields where, in the summer, Jenkins used to cover the field with sheets of leatherboard, where they would dry in the sun years ago.

Back in those days, when you graduated from the Bridgewater Academy, you either went on to college or worked at Jenkins. One of the favorite jobs down there was cutting lifts. It was a two man job. One to feed the leatherboard into the lift cutting machine and one to inspect the lifts after they were stamped out of the leatherboard and went up a conveyor belt to a burlap bag hanging on a scale.

It was a noisy job, and some of the boys, especially after a lost weened, would wonder which was worse; the pounding of the machine or the pounding of a "big head."

The machines used to run three shifts a day.

The year we spent there was spent mostly on the day shift. One time we worked the 11 to 7 in the morning shift for a week. The same two used to work always together. We remember the fellow we worked with was Phil Callery. One day we were on a roll and set the record for most bags of lifts cut in one day. Tom Tinsley was our boss and our machine was located right outside his office door. Joe Murphy was the assistant boss and he used to crack the whip and keep us going.

The job wasn't too bad after you got used to the smell of the leatherboard and scrubbing your hands after work to get rid of the leatherboard stain.

It was interesting watching them make the leatherboard. The fellows working on the beaters and the wet machines had the dirtiest job. Working in the dryers used to be the hottest job. We remember our first pay check after forty hours of cutting lifts. Seventeen dollars. We ran all the way to the bank to cash our check. We graduated from Jenkins after a year of hard work and went to work at the Walkover Shoe Company and learned the trade of a shoe pattern-maker which we worked at for the next forty years...

Looking Around:

After many false alarms at the college dorm on Great Hill, they finally had a real fire one evening last week. It was in a room on the fifth floor and the students had to leave the dorm for several hours. Listening to all the yelling going on over there one couldn't wonder if they were cheering for the firemen or the fire...

Last week the town auctioned off some of it's surplus office equipment and other items to raise money. They had what they called a silent auction. Probably would have made more money if they had Arthur Wyman for an auctioneer and had a good old fashioned, noisy auction. Most of the action at an auction comes from listening to the auctioneer driving the bids high and higher. Maybe next time...

As February departs we wonder if March will come in like a lion and remind us what winter is really like...

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Independent BUSINESS REVIEW

Handling the ghost of purchases past

By GLORIA C. LARSON
State Secretary
Consumer Affairs

The 1990 holiday season has come and gone but remembrances of December celebrations revisit us early in the new year: a bit of shiny paper or ribbon found underneath a sofa, an article of clothing returned for the proper size and, inevitably, creditors with outstretched hands. The credit cards used freely just a few weeks ago have spawned bills that must now be paid.

Credit is an established part of American life, with the Federal Reserve Board reporting more than $700 billion in current consumer debt, excluding mortgages.

Used appropriately, it allows us to take advantage of special sales, to plan a realistic repayment schedule for major purchases or to buy gifts for family and friends. Used unwisely, however, credit can cause serious financial problems for consumers.

The first step in avoiding overextension is to be aware of the danger signs of actual or potential debt problems.

These warning signals include the following:

- failing to know exactly how much money you owe, or to whom
- routinely running late on loan payments, or skipping payments to some creditors altogether
- stretching out the repayment period on existing loans, or taking out new ones to cover past debts
- spending more than 20 percent of your take-home pay to cover credit-related bills other than a mortgage
- having no reserve of cash or savings, or *liquid* investments like stocks or mutual funds, to meet emergencies.

If one or more of these signals apply to your situation, consider taking these steps:

- contact each creditor to discuss your situation and work out a realistic repayment plan.

Most creditors are interested in participating in a good faith effort to solve repayment problems, and the earlier you tackle a problem, the more likely you will be able to resolve it.

- put each repayment agreement in writing, signed by you and the creditor, and stick to it.
- cut expenses to the bone and commit yourself to a budget that will free up more income to meet the repayment plans you made. Although painful, this is necessary to return you to financial stability.
- stop all unnecessary spending and carefully analyze your spending habits. Most people find it impossible to make the changes required to solve serious financial problems and avoid future ones unless they first understand their buying habits.

Sometimes credit problems are just too difficult to correct on your own.

Fortunately, help is available.

Two of the most widely recognized debt management organizations in the Commonwealth are:

Consumer Credit Counseling Service of Eastern Mass.

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Inside East Bridgewater

Board begins negotiating plans for landfill contract

By CHRISTINE WALLGREN
Associate Editor

E. BRIDGEWATER — Citizens Against Pollution member Cliff Williams spoke with Selectmen at their Monday night meeting concerning upcoming contract negotiations with Browning Ferris Industries for the Thatcher St. landfill. The Selectmen were beginning their discussion of negotiating procedure in an executive session following the meeting.

Williams told Selectmen that, although his fellow C.A.P. members were unable to attend the Selectmen's meeting since they were occupied with the continued Public Hearing for the landfill's expansion, they wished to have some input concerning the contract prior to any negotiations.

Selectman Eric Greene explained that the negotiation process had not yet begun. His Board was simply hoping to develop some negotiating strategy. He further noted that if the Board of Health did not grant the site assignment for the vertical expansion of the landfill, there would be no new contract with B.F.I.

Williams had some questions concerning the 1985 contract with B.F.I. which were addressed by Town Counsel Kenneth MacMullen. Some of these questions pertained to any authority the Zoning Board of Appeals might have over the landfill, and whether the landfill had been operating in violation of the contract since November 1990. To this MacMullen responded that landfill activity is governed by the site assignment, which doesn't expire until July 1991.

After MacMullen had answered Williams' questions, he told Williams that he could be reached by phone for any further clarification, to which Williams replied, "I can guarantee there will be a follow-up."

Selectmen told those present that they would welcome any public input concerning the town's contract with B.F.I., and will allow time at future meetings for this purpose. However, as Eric Greene had indicated, without a site assignment from the Board of Health, there will be no need of a contract. The Board has 45 days from the February 21 opening of the Public Hearing to make a ruling.

In other Board business, Selectmen briefly discussed a letter from their office to all town departments asking for 125% of the cost of one month's employee health insurance premiums for their department in order to cover the $85,700 remaining shortfall in this year's insurance account.

A month ago, the town had authorized $160,000 from the Stabilization Fund to cover insurance bills through April, leaving 2 months still unpaid. Town Treasurer Paul Kiley had identified $74,300 in an insurance refund to cover partial payment of one month's health bills.

According to Selectmen, the response to their letter from town departments has been positive so far. Any money identified by the various departments will be transferred at a Special Town Meeting prior to the Annual in April. Departments were given a February 28 deadline to respond to the Selectmen's request.

Attending the Selectmen's meeting in force were Council on Aging members who have relocated to the Gladys Farren Cottage, former quarters for the Board of Health. Members were concerned about the condition of the cottage, reporting some interior leakage due to leaf-packed gutters and beams in the basement in need of further support.

Town Hall Maintenance man Robert Singleton and Building Inspector Robert Lundberg inspected the areas of concern and reported that, although work on the building is indeed necessary, it was not an emergency situation.

The C.O.A. will be writing an article for the annual Town Meeting requesting funds for repair and improvements. Due to a resignation, there is a position available on the council. Applications are being accepted until March 25.

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ext. 368, 369
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150 York Street, Stoughton, MA 02072
A teaching affiliate of Tufts University School of Medicine

★Landfill

From Page 1

other landfill sections. A liner will cover the top of Section 1 prior to new landfilling.

Section 3, which opened in 1985, will extend from the currently permitted 190 feet upward to 283 ft. above sea level. The expansion area will total an additional 36.5 acres.

When the 36.5 acres have been landfilled, a 60-millimeter high density polyethylene liner along with a 2 ft. layer of impervious material will cover the entire site, top and sides.

During the cross examination, one of the chief concerns of the public was the durability of the liner. According to Defeo, the liner has a 20-year warranty. The 2 ft. of clay used along with the liner further guarantees against any harmful leachate breakout, said Defeo.

Resident Clifford Williams called the sides of Section 1 the "chink in the armour" of the protection system, since they will remain uncovered during the expansion period. He feared the weight of the new waste would cause leachate breakout on the sides of this older section. Defeo countered that this area has not been active since 1980, and added that a tow-drain will be installed at the base to conduct any leachate to special storage tanks.

Eileen O'Leary of 40 Marjan Drive questioned Defeo concerning two residences which are within the state-mandated 500 ft. from the landfill. These houses are occupied by two landfill operators as well as one child. According to Defeo, because these residences are owned by B.F.I., they are excluded from the law.

During the health and environment portion of the hearing, Alan Matta reported results of a survey he conducted on 18 families in the area from the Brockton line to Beaver Brook. His statistics showed 6 miscarriages, 18 children with allergies, 3 with skin allergies, and 3 with serious birth defects.

Attorney Anton Moehrke representing B.F.I., called the survey

See Page 12

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Inside West Bridgewater

★Town meeting

From Page 1

articles:

• A transfer from reserve account (Article 26, Annual Town Meeting of 1990) to the operating budgets of various departments a sum of $48,000.00 in order to fund negotiated wage increases and contractual obligations for fiscal year 1991.

• A transfer from "Free Cash" the sum of $501.00 to pay an old insurance bill from FY90.

• To further amend Article XL of the town by-laws entitled "Noncriminal Disposition of Violations" by adding specific penalties and allocating authority to named personnel, including police officers, to enforce these by-laws.

These sections include sanitation, transfer station, storage tanks, automatic sprinkler systems, water department regulations, earth removal, residential swimming pools, soliciting, junked and disabled motor vehicles, dog leash, schedule of traffic fines for by-laws without specific penalties. Although the article was voted peremptory, there were a few opposing views. Don Miller of the Finance Committee questioned the continuity of and the way in which the fines would be collected.

An angry resident opposed the article, concerned with how fair it would be in certain circumstances, and which individuals would actually be reprimanded for their actions. In response, Selectman Robert Smith explained, "Nothing is actually changing; the by-laws will remain the same; only the method of issuing the violation will be different. The fines would be payable to the Town Clerk instead of the court. Some of the by-laws are not even enforced strictly. As we drive around town and see disabled vehicles, we can see this. People in many instances are given a warning first." John Lee, Town Council reaffirmed the issue. "Person can pay violation or request a hearing. The courts are overloaded now; we want to dispose of fines in a noncriminal manner. This is happening throughout the Commonwealth, not just West Bridgewater. It's a Massachusetts general law. There's nothing secretive about what they're doing."

• To amend the Wet Lands Protection by-lay in hiring outside consultants for projects that warrant the assistance due to size, scale or complexity of a proposed project, or because of the project's potential impacts.

• To accept a gift of a Positive Pressure Ventilation (PPV) from the West Bridgewater Firefighters Association which would improve the extrication of smoke from a burning building.

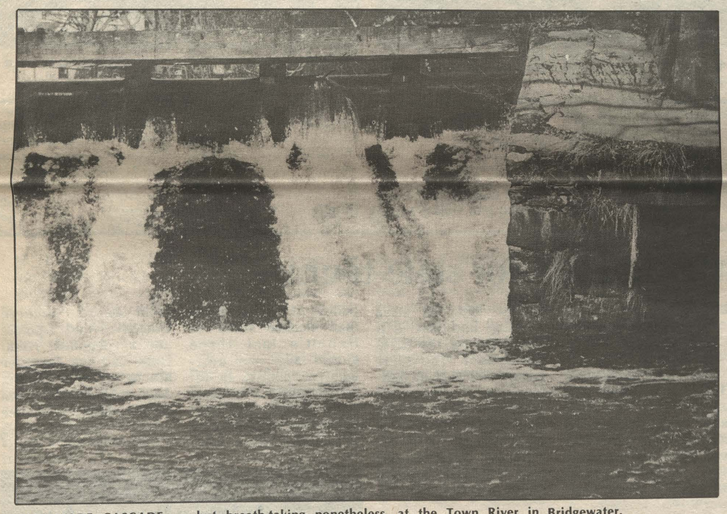
• To demand that town representatives do everything necessary for the establishment of a reasonable state revenue sharing program for cities and towns as required by Question 5, which was approved overwhelmingly by the voters at the 1990 biennial state election, to provide for sufficient state revenues to help fund local service. Representative John Cruz spoke on West Bridgewater's behalf in saying he would do everything he could do to support this unanimous decision.

Two Articles were voted down:

• The office of Tree Warden to be made an appointed position by the Board of Selectmen who would also determine rate of pay. The appointing of the office would consolidate the functions of pest control, superintendent and tree warden. The point was argued between the Board of Selectmen, who felt this was a positive step in balancing the $62,000. town deficit and among certain residents who expressed concern about other areas such as road maintenance they felt would suffer.

• The allowance of monies received by the School Committee as tuition payment for nonresident students and as state reimbursement for foster care students to be deposited with the town treasurer and held as a separate account.

Extra money would go toward textbooks, supplies, etc. The Finance Committee voted unanimously against the article along with a 48 affirmative, 47 negative vote which lead to a recount and secret ballet vote resulting in a 53 to 47 negative decision. The overall attitude was that this money would belong to the School Committee in any case.



MAN-MADE CASCADE — but breath-taking nonetheless, at the Town River in Bridgewater.
(Photo by Charlotte Damon-Moore)

West Bridgewater Police Log—

FRIDAY, FEB. 15

0017 — Arrest, King, Matthew T. Springhill Ave., Bridgewater. Charges; disorderly person, trespass building C. Horse, resisting arrest, protective custody

0203 — Larceny, West Bridgewater Shell. Run off at Shell $7.00 gas, white chev. 2dr. headed towards 24, plate comes back as status cancelled.

0950 — Arrest, Gagnon, Christopher L., East Centereet St. arrested operating a stolen vehicle from Spring St., East Bridgewater was above party in the center of town by officer Ames booked and taken to court. Charges: Larceny of motor vehicle, Op M.V. not license

2042 — Burglary (B&E), verbal warning. S. Main St., W.B. Report of someone trying to get into home. Found some young kids trying to scare some girls, youngsters given a talking to.

2310 — Arrest, Zabloski, Joseph W. N. Elm St at Grant St. Zabloski 10-3 for speeding and OUI. M/V towed by Raleighs. Charges: OUI, Speeding

2320 — Arrest, Theriault, James P., Charlie Horse, 10-3 from Charlie Horse for poss/use false ID. Charges: Poss/use false ID

2331 — Arrest, Botelho, Susan L. Charlie Horse, 10-3 from the Charlie Horse for poss/use false ID. Charges: Poss/use false ID

SATURDAY, FEB. 16

1418 — Arrest, Hill, Paul W. Charges: W#281141 Larceny less.

SUNDAY, FEB. 17

1347 — Accident - injury, Elwood vs. Suk, North Main St.

MONDAY, FEB. 18

0309 — Arrest, Burns, Stephen A., East Center. Message sent to Florida to confirm warrant. State Police notified. Charges: Oper unlicensed, defective brake light, def 9031CR2754 SP Midd, Def 88CR2144 SP Framingham, Fla warrant (fraud)

0548 — Motor veh. complaint, citation issued, Newell, John S. III, Pleasant St. W.B., Pleasant St. Unregistered & uninsured, citation issued.

0719 — Motor veh. complaint, Truehart, Jason K. West Center St., W.B. citation issued for tinted windows

1136 — Accident - Prop dam. - investigated, Ferron, Richard J. Copeland St. W.B. Vehicle flipped over on its roof on Howard St., near Spring St.

TUESDAY, FEB. 19

1816 — Juvenile runaway, investigated, West Center St., jumped out of her mothers car at the Baker residence. Ran into the swamp behind Bakers, after dispute with Mother. Sheriffs dept. had two dogs. Michelle found up at Tile City.

WEDNESDAY, FEB. 20

0145 — Arrest, Haraldstad, Eric N., Spring St. W.B., 512 Spring St. Domestic disturbance downstairs. Lives with Kimberly Bourne. Her mother upstairs reported disturbance. Had to wrestle him. BCI processed him later in am. Charges: disturbance, protective custody

1523 — Arrest, Quik, Andrew C., Charges: Aide pris/escape, cont. delin. minor, conspiracy, aide prison, escape, con. del/minor conspiracy, con. del/minor

1523 — Arrest, Burke, Peter, Bedford St. W. Bridgewater. Charges: Aide escape, cond. delinq. minor, conspiracy, aid escape, con. delinq. minor, conspiracy, con. delinq. minor

2130 — Arrest, Hamlin, Daniel M. West. Union St. E. Bridgewater, Charlie Horse Restaurant. Above subject arrested at Charlie Horse restaurant by Sgt. R.D. Smith on our default warrants.

THURSDAY, FEB. 21

0827 — Arrest, Maloney, Gerald F. Charges: Op m/v license suspended.

End of Season SALE
50-70% OFF
All Ski Clothing & Equipment
Ski Rental Sale
Skis from $40 Boots from $15
the Ski Rack
THE SKI RACK
118 No. Bedford St., Rt. 18
East Bridgewater
(508) 378-9560 Mon.-Fri. 10-8:30 Sat. 10-5

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$69.95
COMPARE AT $160.05
Available for Minolta Maxxum
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30% OFF ALL DARK ROOM EQUIPMENT
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Mon., Tues., Wed., Thurs., & Sat. 9:30-5 Fri. 9:30-8

Lakeville Sports

Lakers tie for South Coast Conference championship

By DICK HERLIHY

Wednesday, 2/20/91 at Wareham

In a must win situation, the Lakers played one of their best games of the year trouncing Wareham by 35 points (final score 83-48) and ending the regular season in a three-way tie at 13-3 with Seekonk and Fairhaven atop the South Coast standings. Apponequet hit seven of their first eight shots and led 25-6 midway through the first half. At the end of the first half Apponequet led 48-19 and outscored the Vikings 35-29 in the second half for the final of 83-48. Apponequet ends their regular season 15-5 overall and 13-3 in league play. The Lakers shot an unbelievable 72% in the first half. All five Laker starters scored in double figures led by game high scorer, John Bastoni's 20 points. Bastoni also pulled down 22 rebounds. Brian Baker hit four 3-pointers and had 19 points to bring his season average up to 14 points per game. Kurtis Gonsalves had one 3-pointer among his 14 points. Hard working forward Rich LaCamera had 16 rebounds and 14 points and Jay Mederios handed out 10 assists while collecting 11 points. Jay Harlow had four points (one 3-pointer) and Matt Cabucio hit one free throw.

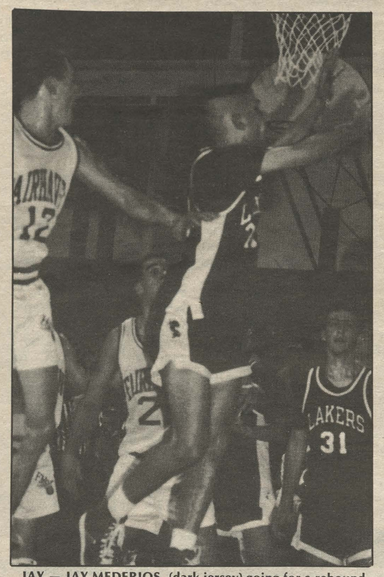
2/18/91 at Apponequet Bishop Stang 68 - Apponequet 64

In a non-league game, the Spartans of Bishop Stang edged out the Lakers by four points. Stang had beaten Apponequet 89-55 in the season opener and Apponequet was looking for revenge, but the Spartans made the clutch free throws at the end of the game to hand the Lakers their fifth defeat of the year. At the midway point of the game Stang led by 39-31 and Apponequet trailed by only one point in the game 63-62. The Lakers had four players in double figures, Rich LaCamera 19 points (one 3-pointer), John Bastoni 12 points, Brain Baker 11 points (three 3-pointers), Kurtis Gonsalves 12 points (one 3-pointer). Matt Cabucio had three points and Jay Mederios hit one field goal and three foul shots for five points.

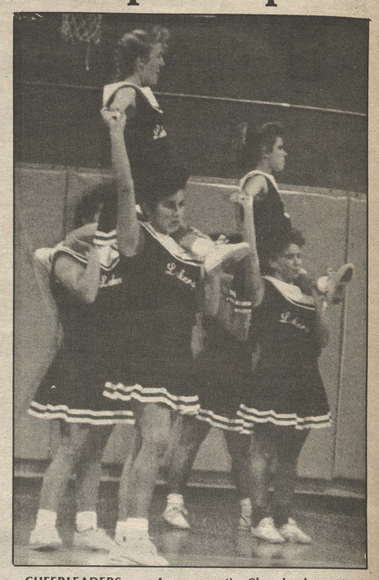
For the season the Lakers had four players average in double figures: Kurtis Gonsalves, 16 points per game; Brian Baker, 14 points per game; Rich LaCamera, 14 points per game; John Bastoni, 10 points per game.

State Tourney

The Lakers (15-5) are seeded 10th (out of 21) in Division II and will play at Fairhaven against the Blue Devils on Wednesday, 2/27/91 at 7 p.m. The Lakers split their two regular season games with Fairhaven losing 63-54 and beating them 70-57. This is the fifteenth consecutive year coach Kuliga's team has qualified for the States. Good Luck Lakers!!!



JAY — JAY MEDERIOS (dark jersey) going for a rebound in a Laker game against Fairhaven. (Photo by Dick Herlihy)



CHEERLEADERS — Apponequet's Cheerleaders at a recent Laker home game. (Photo by Dick Herlihy)

Lady Lakers beat Wareham, qualify for state tourney

By DICK HERLIHY

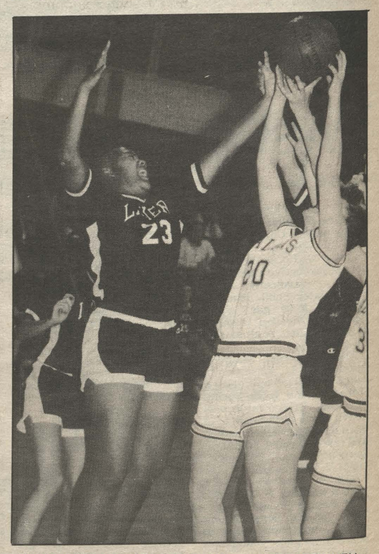
Monday, 2/18/91 at Apponequet

In their final regular season game, the Lady Lakers basketball team beat the Lady Vikings of Wareham 63-46 to finish the year at 17-3 overall and 13-3 (third place) in the South Coast Conference. Wareham falls to 5-15 overall and 4-12 in league play.

Coach Dan Rose said, "It was a nice team win and the bench did a good job." Apponequet's weakness all year has been their foul shooting (44%) but in this game the Lady Lakers shot almost 70% on 18-26 shooting and that is a good sign for the State tournament. The Lady Lakers led 33-28 at halftime and outscored Wareham 25-18 in the second half for the 17 point victory.

Center Jodi Hanelt had another strong game as she had 23 points, 13 rebounds and four blocked shots. In Hanelt's last three games she has averaged 20 points, 15 rebounds and six blocked shots. Shanny VanLaarhoven had 12 points and 13 rebounds in her usual solid game. Jocelyn Gonsalves had 7 points and 9 rebounds. Nikki Dube had one 3-pointer among her nine points. Jessica Nichols had two points. Melissa Baker

See Page 7



SHANNY — #23 SENIOR, SHANNY VANLAARHOVEN had 12 points and 13 rebounds in Apponequet's win over Wareham. (Photo by Dick Herlihy)

EAST BRIDGEWATER SAVINGS BANK
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EAST BRIDGEWATER PLAYER OF THE WEEK

Viking **Brian McManus** finished the season with the East Bridgewater boys basketball team among the top scorers in the South Shore League.

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BRIDGEWATER PLAYER OF THE WEEK

Bridgewater-Raynham wrestler **Paul MacCormack** is currently competing in the Division I State Tournament in the 171 pound weight class.

Congratulations!!

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West Bridgewater Sports

Wildcats face Harwich in state tourney opening round

By JAY CAMPBELL
Sports Writer

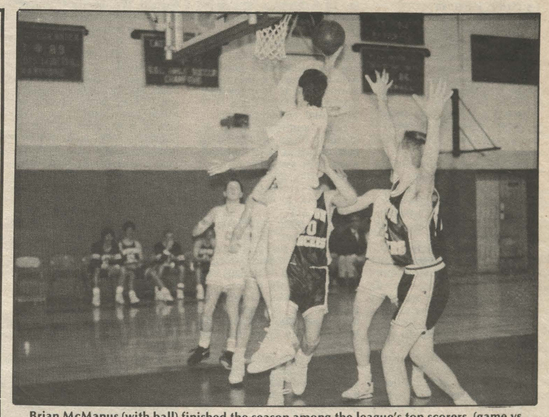
W. BRIDGEWATER — The West Bridgewater girls basketball team took its 18—2 record into the Division 3 state tournament last night in a home game with Harwich (results unavailable). The Wildcats had defeated Harwich early in the season, 44-39.

"We're looking for a tough game," said Coach Steve Barrett earlier this week, "They finished in second place in the strong Cape and Islands League."

Barrett said that the girls have played well all week in scrimmages with Division 2 teams such as Westport, Norton, and Oliver Ames. W.B. is ranked second in the Division 3 south section, behind undefeated Sacred Heart.

If the Wildcats defeat Harwich, they are scheduled to play the winner of the game between Southeastern (10—6, third place in the Mayflower League) and Hopkinton (13—5) of the strong Tri-Valley League.

Senior captain Jennifer Gallagher continues to battle a hand injury suffered in the last week of the regular season. Barrett said that he hopes she will be able to play to her highest potential, but that the injury has not healed as quickly as she had hoped.



Brian McManus (with ball) finished the season among the league's top scorers. (game vs. Norton)

E. Bridgewater YMCA basketball results

E. BRIDGEWATER — Saturday, February 9, provided some high scoring inter-divisional games in the E.B.Y.M.C.A. Men's Basketball League.

Game one was a virtual track meet as the undefeated CRESCENT AMBULANCE, of the "A" division, set a league record as they thundered past the "B" division MAVERICKS 137-83. Five players scored double figures for CRESCENT AMBULANCE led by Sean Carey's 38 points and George Bent's 37. Bob Arrighi topped the MAVERICKS with 31.

The second game ended with the powerful HEAT squad of the "A" division blasting CAPE CODE CAFE 113-75. The contest was never in doubt as Frank Stubbs' 24 points paced five double figure scorers for the HEAT. Mike Peterson also canned 24 points for CAPE COD CAFE.

The third contest was close for most of the way with the "A" division's 39ER's pulling away to an 87-72 win over the "B" division MUSTANGS. The MUSTANGS controlled the first half and led going into the third quarter till the hot shooting of Jeff Rodman, with 23 points, and Jack Mitchell, with 22, iced the game for the 39ers. Chuck Driscoll and Scott Floeck each scored 18 points for the MUSTANGS.

Game four was an unfortunate forfeit victory for the "B" division PISTONS over the "A" division ROCKETS, as the ROCKETS could not field five players for the game.

Current standings have CRESCENT AMBULANCE atop the "A" division with a record of 4-0, followed by the HEAT at 3-1, and ROCKETS and 39ERS AT 2-2. The "B" division is led by CAPE COD CAPE at 2-2, followed by the MAVERICKS, MUSTANGS and PISTONS at 1-3.

George Bent continues to lead the league in scoring with a 31.8 ppg average, for CRESCENT AMBULANCE. The 39ERS' Jack Mitchell is the league's free throw percentage leader at .993 pct.

Scuba lessons at YMCA

E. BRIDGEWATER — Scuba Diving classes will begin March 14 at the East Bridgewater Family Y. If you are interested in Scuba, there is still time to register. The course will be taught by Bill Foley, an instructor certified by the National Association of Underwater Instructors.

Bill's diving has led him through waters up and down the East coast as well as to more adventurous ports of call such as the Virgin Islands.

To get involved in Scuba, register now at the East Bridgewater Family Y. The class will be held Thursday nights from 6:30 to 9:30. All major diving equipment except for mask and snorkel is supplied for classes held at the Y pool. There are four optional open water dives which lead to N.A.U.I. diving certification. Equipment must be rented for these dives, and additional fees will be added for certification.

Class fee is $115 for non-members and $90 for members. For additional information, call 378-3913 or stop by at the Y at 635 Plymouth Street, East Bridgewater.

CELEBRATE WITH A POOL PARTY

Is there a Birthday, Anniversary, Holiday or family get together lurking in your future? What to do? Want to plan something different, something fun and reasonable? Try a POOL PARTY.

The East Bridgewater Y rents it swimming pool late afternoons and evenings on Saturday and Sunday. Included in a one hour pool rental is the life guard and the East Bridgewater Y Olympic sized swimming pool.

If there is a celebration coming in your future, call the Y 378-3913 and plan a pool party.

Adult swimming classes

E. BRIDGEWATER — March 11 marks the start of the Spring Session of swim lessons at the YMCA.

Now is the time to learn to swim or improve your strokes. The Y has lessons for adult beginner and intermediate swimmers.

Classes will be held Monday evenings at 8:15-9 p.m.

★Lakers

From Page 6

had five points and five rebounds. Thomasina Gray and Kristen Matteson had two points each and Heather Wilcox hit one free throw.

Coach Rose's two year record is 29-11 and his teams have qualified for the States both years.

Members of the 1990-91 Lady Lakers Basketball team: Coach, Dan Rose; Assistant, Bob Robidoux; Jodi Hanelt, Shanny VanLaarhoven, Nikki Dube, Jessica Nichols, Melissa Baker, Jocelyn Gonsalves, Thomassina Gray, Kristen Matteson, Monique Lamoureaux, Heather Wilcox, Laura Giger, Lisa Pichaske, Elisa Kowalski, Melissa Norman.

State Tourney

The Lady Lakers are seeded 6th in Division II and will host Sharon (11th seed at 12-3) third place finisher in the Hockomock League on Thursday, 2/28/91 at 7 p.m. If Apponequet wins they will play on Saturday, 3/2/91 at 4 p.m. at a site to be named.

MELISSA — #25 MELISSA BAKER, JUNIOR in a Lady Laker game against Seekonk. (Photo by Dick Herlihy)

THE SPORTS TRADITION
Intersection of Routes 106 & 28
2 North Main St., West Bridgewater
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WEST BRIDGEWATER PLAYER OF THE WEEK
The West Bridgewater girls basketball team began competition in the Division III State Tournament last night.
Go Wildcats!
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Open:
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Sat. 11-6
Sun. 12-6
BASEBALL CARDS, SUPPLIES, HATS & AUTOGRAPHS

OIL MAN
THE OIL MAN
Sponsors
LAKEVILLE INDEPENDENT PLAYER OF THE WEEK
JOHN BASTONI

by Dick Herlihy
Senior John Bastoni had an outstanding game in the Lakers 83-48 win over Wareham, clinching a tie for the league championship. Bastoni had 20 points and pulled down 22 rebounds. In the Lakers loss to Bishop Stang he had 12 points and another strong rebounding game.
GOOD JOB JOHN!!
Tel. 946-0922
453 Centre St., Middleboro, MA 02346

Bridgewater Police Log

FRIDAY, FEB. 15

2257 Savoie, Kyle Bedford St. Arrest: arrested party's info: 246 West St., E. Bridgewater. Charges: 1) Poss. Class D substance.

0815 Hanson, Carl 39 Pine St. B&E to Van; investigated by Ofcr. DelMonte.

0910 B.R.R.H.S., Mt. Prospect St. Larceny of VCR; investigated by Ofcr. DeMoura.

1012 Bernier, Kristina Mt. Prospect St. Arrest: arrested party's info: 108 Plymouth St., Bridgewater. Charges: 1) Poss. Cl.B substance (PCP). 2) Poss. Cl.B substance (PCP).

1818 Quelle, Arthur V. Campus Plaza. Arrest: incident to drug law violation, BCI notified. Arrested party's info: 11 Old Powder House Rd., Lakeville. Charges: 1) Dist. Class D Marijuana. 2) Consp. to violate C/S Act.

1818 Ventura, Timothy C. Campus Plaza. Arrest: drug law violation, BCI notified. Arrested party's info: 172 Highland St., Taunton. Charges: 1) Dist. Class D Marijuana. 2) Consp. to violate C/S Act.

1818 Pinto, Louis F. Campus Plaza. Arrest: drug law violation, BCI notified. Arrested party's info: 444 Ashly Blvd. BEW Bedford St. DOB 2/21/69. SS#030 44 6489. Charges: 1) Dist. Class D.

1818 Chaves, Joseph F. Campus Plaza. Arrest: drug law violation, BCI notified. Arrested party's info: 1425 Bedford St., E. Bridgewater. Charges: 1) Dist. Class D. 2) Viol. Cont. Substance Act.

1825 Laumba, Jason F. Campus Plaza. Arrest: drug law violation, BCI notified. Arrested party's info: 7 Ocean St., New Bedford. Charges: 1) Dist. Class D. Marijuana. 2) Consp. to violate C/S Act.

2008 Leslie, Michael R. B.S.C. Arrest: Campus Police arrest for trespassing after notice at Shea/Durgan Hall. Q5 neg. Charges: 1) Trespassing aft. notice.

2022 Fournier, Joseph C. Bedford St. Larceny of a M/V. '84 blue Renault Alliance stolen from Bedford St.

2200 Baggis, Andy Bridgewater. Log note. Andy Baggis notified that the roads are covered and they are getting slippery.

0158 Sorin, Steven B. Park Ave. Arrest: Comments: Q1 & Q5 neg., $13 on person. Cell #1, BCI called for P&P. Arrested party's info: 63 Sloane Dr., Framingham. Charges: 1) Disorderly person.

1148 Laprade, Jake 462 Auburn St. Disturbance: report of fight in front of Jake Laprades house. Roger Levy appears to be causing the problem. 241 reports he is 10-3 with Mr. Levy as a P.C.

1158 Levy, Roger 462 Auburn St. Incapacitated person: Roger Levy placed in Protective Custody as a result of a disturbance. Q5 is negative. Refused breath test. Mr. Levy also became loud and physical in the station. P.C.'s info: 465 Auburn St., Bridgewater. Charges: 1) Protective Custody.

1900 Bartolo, Anthony 180 Main St., Apt. 1204. Incapacitated person: 911 call requesting cruiser for domestic dispute. 241 is 10-3 with a P.C. placed into cell #2. Reading of .24 obtained. P.C.'s info- Main St., Bridgewater. Charges: 1) P.C.

2025 B.R.R.H.S. Mt. Prospect St. Disturbance: Call ref. to a problem at basketball game at H.S. No detail. Officer was requested for this game. 246 reports tempers flared as a result of a close game. Cruisers standing by while fans leave.

2329 Gardner, Jacqueline Broad St. Arrest: OUI arrest.

SUNDAY, FEB. 17

0928 Beers, Brian 262 Plymouth St. Arrest: Call made to BCI for pictures and prints, neg. Q5. Arrested party's info: 262 Plymouth St., Bridgewater. Charges: 1) Oper. after susp.

1233 Thomas, Mary 109 Worcester St. Incapacitated person. P.C.'s info: 109 Worcester St., Bridgewater. Charges: 1) P.C. 1300 Log Note: Matron Donna Sprague in for duty.

MONDAY, FEB. 18

1211 Lesperance, Wendy 380 Pond St. Fire (alarm): Mrs. Lesperance called in ref. to her kitchen being on fire. Fire Dept. notified. Advised by the Fire Dept. that this is an electrical fire. Edison Co. notified and enroute. Fire Dept. will handle investigation.

1938 Bagge, Joseph 345 Cross St. Domestic Dispute: Tel. from Mr. Bagge in ref. to his wife is drunk and out of control. Ofcrs. responded. Mr. Bagge was placed under arrest for A&B to his wife.

1953 Bagge, Joseph 345 Cross St. Arrest: 345 Cross St., Bridgewater. Charges: 1) A&B Family Abuse.

2012 Bagge, Carole, 345 Cross St. Medical Emergency: Ofcr. Lovell and EMT transported Mrs. Bagge to the Brockton Hosp. for treatment.

TUESDAY, FEB. 9

0802 Burke, Robert South St. M/V accident: see report by Ofcr. Fernandes. Accident info: Veh. oper., Burke, Robert F., 27 Glenn Ave., Brockton. Veh. oper., McMahon, Marian C., 327 Mountfair Circle, Swansea.

1100 Levy, Roger Broad St. Suspicious Activity: report of possible dk. sitting on steps of Putts Plus. Roger Levy sent on his way, not dk.

1149 Landahl, Edward 855 Summer St. Annoying Phone Calls: Deborah Lindahl into the station to file complaint that her ex-husband has been calling her at 2 or 3 a.m. in violation of her restraining order. Given statement forms and advised of procedures with phone company.

1307 Brockton Hospital 39 Oak St., Apt. 2. Suicide (attempt): call from Maura at the Brockton Hospital stating they received a call from a Barbara at 39 Oak St., Apt. 2 stating she was going to kill herself. No such address. No address in East or West Bridgewater either.

1747 B'water State Coll., Burrill Ave. Assist Campus Police: assist with traffic; fire in dorm room, Shea/Durgan. Services rendered by Ofcr. Randall.

1226 Gutowski, 25 College Rd. Domestic Dispute: caller stated that there was a disagreement between husband and wife, who are in the process of getting a divorce and are having an argument over ownership of property. Both parties' lawyers notified and will handle problem from here. Ofcr. Brophy reports peace restored for now, services rendered.

1820 Martins, Robin 180 Main St. #C-63 Domestic Dispute: boyfriend/girlfriend. Peace restored, one party placed in P/C.

1824 Rioux Investigations Walnut at Plymouth. Suspicious activity: report of a party hunched over in his vehicle parked at the corner. Party is working as a P.I. on an invest.

1836 Wright, Christophe 180 Main St. #C-63. Incapacitated Person: placed in P/C as a result of a domestic at Kingswood. Q1 & Q5 negative. Detox notified.

THURSDAY, FEB. 21

1600 Fournier, Joseph C. Arrest: Tel. call made to Clerk Leach ref. to bail on Mr. Fournier. $5000 cash. Call made to B.C.I. Ref. to pictures and prints, enroute. Arrested party's info: 1162 Center St., Middleboro. Charges: 1) Fugitive from justice.

Lakeville Police Log

FRIDAY, FEB. 15

0128 — M/V stop, rte. 140, citation issued.
0227 — M/V stop, rte 140, investigated.
0325 — M/V stop, Bedford St., investigated
0350 — M/V stop, Bedford St., verbal warning
0453 — M/V stop, Bedford St., citation issued
0548 — M/V stop, Howland Rd. citation issued
0622 — M/V stop, Rhode Island Rd., citation issued
0637 — M/V stop, Rhode Island Rd., citation issued
0709 — Suspicious person, Highland Rd.
1242 — Annoying phone calls, County Rd.
1606 — M/V stop, Highland Rd. citation issued
1710 — M/V stop, Rhode Island Rd. written warning
1846 — M/V stop, Main St., citation issued
1857 — M/V stop, Main St., citation issued
2157 — M/V accident, Bedford St.
2202 — M/V accident, Kingman St.

SATURDAY, FEB. 16

0115 — Vandalism report Tinkham Lane.
0129 — M/V stop, Captains Way citation issued. Arrested for operating after revocation, Siciliano, Leo A., 13 Captains Way, Lakeville
1433 — M/V stop, Howland Rod, citation issued
1513 — M/V stop, Highland Road verbal warning
1521 — M/V stop, County Road warning issued
1528 — M/V stop, County Road warning issued
1535 — M/V stop, County Road warning issued
1628 — M/V stop, Howland Road warning issued
1647 — M/V stop, Highland Road citation issued
1713 — M/V stop, Precinct Street routine check
1750 — M/V stop, Precinct Street verbal warning
1807 — M/V stop, Bedford Street citation issued
1837 — M/V stop, Bedford Street verbal warning
1935 — M/V stop, Kingman Street, routine check
2021 — M/V stop, Bedford Street warning issued
2059 — M/V stop, Main Street warning issued
2107 — M/V stop, Main Street warning issued
2130 — Motor vehicle accident County Road

SUNDAY, FEB. 17

0014 — Warrant arrest, Bedford St. Operating after suspension.
0113 — Fight disturbance, County Rd.
0310 — Arrested: Juvenile on our warrant for failure to stop, O.T.E. and speeding
0726 — Motor vehicle accident, County Rd.
1152 — M/V theft, route 140
1855 — Motor vehicle stop citation, Rhode Island Rd.
2322 — Gunshots, Forest Park Drive

MONDAY, FEB. 18

1540 — Gun Shots, Freetown St.
1601 — M/V stop, Main St., citation issued
1649 — M/V stop, Rhode Island Rd., citation issued
1651 — M/V stop, Precinct St., citation issued
1713 — M/V stop, Rhode Island Rd. citation issued
1937 — M/V stop, Myricks St., citation issued
2122 — M/V accident, Staple Shore Rd.
2156 — Arrest: John M. Dugg, 113 Staples Shore Rd. Lakeville, for operating under the influence of alcohol, operating to endanger
2234 — Fight disturbance, Hemlock Dr.

TUESDAY, FEB. 19

0048 — Arrest. Old Powderhouse Road warrant arrest of Tremblay, Glenn, New Bedford PD warrant for malicious destruction of property and A and B D/W
0616 — M/V accident, Howland Road
1029 — Vandalism report, Captains Way
1119 — Larceny, Kingman Street
1351 — Larceny report, Captains Way
1517 — Larceny report, Captains Way
2040 — M/V stop, Bedford St. resulting in the arrest of Still, Jeffrey, 11 Taunton St., Lakeville for operating after suspension and Middleboro warrant.
2126 — M/V stop, Main Street citation issued

WEDNESDAY, FEB 20

1050 — Motor vehicle accident, Howland Rd.
1608 — Motor vehicle stop citation, Bedford St.
1704 — Motor vehicle stop citation, County Rd.
1752 — Motor vehicle stop citation, Bedford St.
1940 — Motor vehicle stop citation, Howland Rd.
2019 — Motor vehicle stop citation, Main St.
2318 — Motor vehicle stop citation, Rhode Island Rd.
2326 — Motor vehicle stop citation, Rhode Island Rd.

THURSDAY, FEB. 21

0601 — M/V stop; Rt 79, Citation issued
0749 — M/V stop; Rt. 79, citation issued
1104 — M/V stop; Rt. 70 citation issued
1147 — M/V stop, Montgomery St. citation issued
1300 — M/V stop, Main St., citation issued
1313 — Gun shots (Hunters), County Rd.
1405 — M/V stop; County Rd., citation issued
1424 — M/V stop; County Rd., citation issued

East Bridgewater Police Log

FRIDAY, FEB. 15

0153 Smash & Grab. B&E N/T Larceny over. Break at Lil Peach.
0915 Jeh. Witnesses will be in area of Central St., driving a white Pont.
1418 Jeh. Witnesses will be in the Trailer Park off of Union St., in a white Reliant wagon.
2010 Resident 233 N. Bedford St. re. B&E daytime into his apartment. Car 202 to handle.

SATURDAY, FEB. 16

0955 Jeh. Witnesses will be in areas of South, W. Pond and East Sts., 5 females in a white Buick.
1155 Stolen kittens. Tracy Bunce, 74 Robbins St. calling re. boyfriend has stolen her kittens; wants to see an officer; 203.
1500 Larc. by check. Star Mkt. Det. Shaw.
1954 Report of youths creating a disturbance on Old Oak St. Car 204 to check.
2328 Report of a fight in the road at 509 West St. All cruisers and 211 enroute. Complaint: A&B.

SUNDAY, FEB. 17

0120 Clerk Cumbie's lost all his lights and power. Is scared. #203 to check.
1538 Manager, Cumberland Farms, Rte. 18, re: would like to see an officer. Larceny of cigarettes.

MONDAY, FEB. 18

0502 Burglary complaint: E. Bagley, 202 Winter St.
0939 Arrested: Car 203 requests a license check and M&W on Brian F. Trask. Find that his license is suspended and there are outstanding warrants out of Foxboro and Plainville.
1347 Car 202 requests M&Ws on Gregory A. Farnham and Judith A. Farnham (Jones). Gregory Farnham - License under suspension; Arrested: Judith A. (Jones) Farnham - License expired and straight warrants #279663 & 279664. Arrested.
1523 Star Market re: Minor M/V accident in their lot.
1524 Stoughton PD asking that we check Plymouth St. for a Hit and Run M/V. Car 202.
1848 Report of a fight at 435 West St. Car 202 and 203 enroute.
2100 Complaint: B&E, 22 Cary's Lane. Car 202 to the scene. BCI for P&P.

TUESDAY, FEB. 19

0818 Accident: Citizen in re: skidding accident on Union St. near Myrtle Terrace. M/V vs. Hydrant. Car 203.
2110 Fight: passing motorist reports a fight in the area of T.J. Smith.

WEDNESDAY, FEB. 20

0034 Resid. reports youths pulling down sign - Pleasant St., Pleasant Ave. Reports we blew it last year trying to catch them and we should do it right this year. #227 WBPD to handle.
1337 Accident: #035. Numerous calls re: accident at Summer St. and Belmont St. Unknown P.I. Cars 202 & 203.
1339 Another call re: there are injuries at the above accident: Car 211 notified and enroute.
1410 Resident, Plymouth St. re: individual in front yard acting very strangely; will get to ASAP/

THURSDAY, FEB. 21

0721 Arrest: Ofcr. Cowan requests M&W & Lic. check on McLaughlin, Michael J. 2 M/V Warrants, Brockton Lic. "suspended."
1045 Minor M/V accd. at Cumberland Farms, Rte. 18. Ofcr. Brown enroute.
1506 Resident, Bixby Dr., re: kids lighting fires at end of Bixby Dr. Car 202.
1805 Resident, Bridgewater, A&B w/DW on Son. Sgt. D.
1945 Resident, Washington St. Kids throwing glass in road. Car 202.
2021 Resident, George Rd. Kids harrassing him. Car 202.

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Robyn Handy, Julie Hojlo, Elisa Kowalski, Jeremy Labrie, Carolyn Lacamera, David Lackie, Erin Lafferty, Michael Lamoureaux, Kristie LaPlante, Ryan Levesque, Walter Madeira, Michael Matteson, Laura Mello, Rachael Moeller, Jessica Moroney, Kelly Moxley, Antonio Oliveira, Lara Peterson, Erin Pillsbury, Jennifer Pothier, Kara Proc, Mark Renker, Jill Robidoux, Tena Ross, Cory Roth.

Keri Spiliopoulos, Sarah Staats, Ryan Stankiewicz, Jennifer St.Laurent, Mary C. Sullivan, Nicole Tavares, Kemmy Taylor, Michelle Vandeboncoeur, Michelle Vasconcellos, Lisa Walski.

Grade 10

Donna Almeida, Renee Belanger, Anthony Bonanno, Michelle Bouchard, Lynda Bourque, Nicole Brehaut, Matthew Cabucio, Rachel Downie, Chrystal Dupras, Shannon Erickson, Joshua Graber, Colleen Hartigan, Karen Lamy, Todd Lang, Craig Laperriere, Melissa Lopes, Jennifer Macedo, Meredith MacKnight, Erin Manning, Beth Marshall, Jennifer Masaitis, Christine McCarty, Martha McMahon, John Medeiros, Karen Monteiro, Michele Morris.

Ryan Nepomuceno, Laura Nisby, Keiran O'Neill, MIchael Pasierb, Corrie Pikul, Marc Santos, Jillian Senna, Stacy Souza, Ian St. Germain, Michael Taveira, Marcee Therrien, Matthew Walsh, Jessica Woodhouse.

Grade 11

Michael Andrade, Robert Belmore, Kathryn Bernardo, Allison Bonnar, Michelle Bourbeau, Wendy Chadbourne, Christine Conrod, Keith Conti, Gina Dube, Jessica Emard, Tara healey, Jessica Jaye, Karl Kjendal, Monique Lamoureux, Jessica Levasseur, Adam Lord, Matthew Marvel, Kristen Matteson, Sarah Murray, Christie Ouillette, Eric Paradis, Anthony Piccione, Jason Rathbun, Jennifer Sevigney, Mark Soares, Rebecca Stahl, Jill Swartzendruber, Lee Thompson, Todd Wagner.

Grade 12

Jeff Andrade, Stephanie Baptiste, John Bastoni, Greg Bonbiorno, Aaron Bornstein, Kimberly Braley, Leigh Brienzo, Jonathan Brooks, Cheryl Castonguay, Michael Collard, Gina Colombo, Michael Connell, Julie Couture, Leon Cudworth, Nicole Dube, Jessica Dunn, Thomas Forcier, John Gallagher, Melissa Gibbs, Scott Graca.

Laurie Jesus, Shruti Jhaveri, John Kelley, Brian Kenney, Christine Kuthan, Richard Lacamera, Diane Lakey, Sherrie Lyonnais, Joseph Mastrosimone, Joshua Medeiros, Kelly Millington, Ann Nisby, Dalton Perras, Robin Porawski, Anne Saltmarsh, William Sullivan, Everett Thompson, Hope Tripp, Heather Wilcox, Heidi Wilson, Christine Woodhouse.

BSC Political Science Chairman cites oil as cause of war

E. BRIDGEWATER — The United States is at war in the Persian Gulf for one reason - OIL. Speaking to the guests and members of the Rotary Club of the Bridgewaters Dr. Shaheen Mozaffar, Chairman of the Department of Political Science at Bridgewater State College, said that the United States economy and "way of life" depends upon a low cost of oil. When viewed the against the average price of a gallon of gasoline on the world market ($4.10/gallon), one can easily see the citizens of the United States are paying much less.

Dr. Mozaffar stated that the economy and the political policies of a nation are interwoven. The United States has gone from the largest credit granting nation in the world to the country with the largest foreign debt on the face of the earth, as the result of earlier policies.

As an illustration he said that, at the close of World War II, we had the most efficient, undamaged production system in the world. However, our national policy was one of rebuilding the economies of Europe and Japan. Therefore, late in the 1940's, when our ability to produce goods interfered with the development of Europe and Japan, we encouraged them to institute trade barriers. Later in 1960, when we experienced our first foreign trade deficit Japan and the European countries refused to lower them. Today the U.S., with one of the most efficient food production systems, cannot sell it's products in Europe because their farmers have successfully lobbied to keep the trade barriers in place.

The United States has been experiencing a negative growth in the field of manufacturing, because goods made in here are not competitive on the world market. Many of our domestic consumer items are made in other countries. Our domestic consumer items are made in other countries. Our clothes come the Far East, our automobiles from Japan and Germany, and the appliances we use are made in Germany. The purchase of items made in other countries has helped produce a larger and larger trade imbalance and nation deficit.

Dr. Mozaffar said that the Reagan administration permitted, for the first time in our history of our nation, a policy which did not set aside an investment in future production so that our children could have a better life. Rather than control the trade imbalance, we have sold U.S. Treasury notes to foreign investors to finance our national budget. During the last quarter of 1990, the Japanese had a 30 percent out flow of investments in the United States. They were cashing in their high priced U.S. Treasury notes. As a result, the government immediately raised the interest on Treasury bonds. Saudi Arabia invested $250 million to help to finance our budget.

Professor Mozaffar said that the world is under going a deep seated radical economic revolution. The United States does not fit into this pattern. We can no longer afford to think in terms of an internal economy for we are tied into a world economy. If the rest of the world is paying $4.10 a gallon for gasoline, perhaps we need to look at our political and economic policies. If the children of Japan are receiving a more intense education, to prepare them for tomorrow, perhaps we should look at a longer school year.

Stating that he had more questions than answers, Dr. Mozaffar said that U.S. was facing a dilemma. Changes are needed! Mela Dutka introduced Dr. Mozaffar. The Rotary Club of the Bridgewaters meet each Wednesday noon at the Standish Grille in East Bridgewater.

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Assawompset School kindergarten orientation program

LAKEVILLE — The second session of Assawompset School's Kindergarten Orientation Program will be held on Saturday, March 2 from 1-3 p.m. Any Lakeville who will be five years old by December 31, 1991 is invited to attend with an adult.

Tom Venice, school principal, and school psychologist Terence Fitzgerald will discuss special needs services, basic school information, and kindergarten screening and registration.

Superintendent August Pereira will address the budget crisis for next year, with an estimate of programs and class sizes.

Once again the children will have a brief preview of a typical school day, with short intervals of crafts, music, games, stories, snacks and free play, led by parent volunteers.

The bonus this session will be a period of creative play in the gymnasium.

Any new residents with a child in this age group are asked to call the school at 947-1403. If a postponement is necessary because of snow, announcements will be broadcast on radio stations WPEP (1570 AM) and WSAR (1480 AM). Snow date is Saturday, March 9 at the same time.

Legal Notices

MORTGAGEES SALE OF REAL ESTATE

By virtue and in execution of the Power of Sale contained in a certain mortgage given by **Paul Ricciardi** and **Stephen C. Ricciardi** to **Ambassador Finance Company, Inc.**, a corporation duly established under the laws of the Commonwealth of Massachusetts, having its usual place of business at 157 Central Street, Norwood, in said Commonwealth, dated February 15, 1989 and recorded with the Plymouth County Registry of Deeds in Book 9004, Page 129 of which mortgage the undersigned is the present holder, for breach of the conditions contained in said mortgage and for the purpose of foreclosing the same will be sold at Public Auction at 12:00 noon on the 14th day of March, 1991 upon the mortgaged premises located at Lot 5, 6, and 17 Washington Street, East Bridgewater, Massachusetts, all and singular, the premises described in said mortgage.

TO WIT:

PARCEL ONE:

Lying near the house formerly of Abner Jackson, containing Fourteen and one-half (14½) Acres and Thirty six (36) rods, more or less, and bounded and described as follows:

Beginning at a white oak tree on the bank of the Satucket River; thence SOUTH 16° WEST, Sixty-eight (68) rods and Ten (10) links by land formerly of Charles Latham to a stake and stones; thence SOUTH 67° EAST, Thirty-two (32) rods to land formerly of Charles H. Brown to a stake and stones; thence NORTH 33° EAST by said land formerly of Charles H. Brown, Two (2) rods and Sixteen (16) links to a corner of said Brown land and land now or formerly of one Jackson; thence NORTH 18 3/4° EAST by said land now or formerly of said Jackson, Fifty-six (56) rods and Fifteen (15) links to said Satucket River; thence by the River down stream to said white oak tree at the point of beginning.

SECOND PARCEL:

A certain lot of wood, swamp and meadow land, lying Northerly from Pond Street between Plymouth and Washington Streets, and bounded and described as follows:

On the NORTH by land formerly of Eliab Latham, by Satucket River, and by land formerly of George W. Harden; on the EAST by land formerly of said Harden, by land formerly of Charles H. Brown and by land formerly of Martin Parris; on the SOUTH by land formerly of said Latham and by land formerly of Hezekieh Keith; and on the WEST by Spring Brook and land formerly of Latham. Containing Thirty-six (36) acres, be the same more or less, and known as the Pine Hill Lot.

For title see Deed of Goldies, Inc., dated January 24, 1974 and recorded at Book 3961, Page 625.

THIRD PARCEL:

A certain parcel of land on the WESTERLY side of Washington Street in East Bridgewater, Plymouth County, Massachusetts, being shown as Lot 5 on a "Subdivision Plan of Land Belonging to N. Edward and Robert E. Lundberg East Bridgewater, Mass. Scale 1" = 40' October 1970 Ernest H. Fagerstrom Reg. Surveyor", recorded in Plymouth County Registry of Deeds, Plan Book 16, Page 803.

Said Lot 5 is further bounded according to said plan as follows:

EASTERLY by Washington Street, 140.00 feet;

SOUTHERLY by Lot 4, 252.47 feet;

WESTERLY by land formerly of Goldies Inc., 140.89 feet; and

NORTHERLY by Lot 6, 236.64 square feet.

Containing 34,237 square feet.

For title see deed of N. Edward Lundberg, Dated December 13, 1976, recorded with Plymouth Deeds, Book 4225, Page 171.

Said premises will be sold subject to and/or with the benefit of any and all restrictions, easements, improvements, covenants, outstanding tax titles, municipal or other public taxes, assessments, liens or claims in the nature of liens, and existing encumbrances of record created prior to the mortgage, if any there be, and also to all laws and ordinances.

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Girl Scout cookie sale begins in Bridgewater

BRIDGEWATER — The Girl Scout Cookie Sale is on and the Bridgewater Girl Scout Service Team would like to remind everyone of what the cookie sale is really all about.

Selling cookies is an education for the scouts as they learn how to use marketing and sales techniques, and how to plan for the future. The cookie proceeds benefit the girls and their troops and council by providing special programs for at-risk girls, educational opportunities that help them confront touch, contemporary issues like illiteracy, substance abuse and teen suicide. The money also helps to maintain the Girl Scout camps and provide financial assistance to girls in need.

Carol Lucas was recently appointed chairperson of the Plymouth Bay Girl Scout Council's cookie sale in Bridgewater. The sale will run through March 17, when many of the 200 Girl Scouts in Bridgewater will be selling seven varieties of cookies in an effort to earn money not only for their own troop activities, but also to help other Girl Scouts and to support their communities.

We all have to make careful decisions about how we use our money, but when a neighborhood girl knocks on your door between March 1-17, P-l-e-a-s-e take a minute to think about the investment you make when you support her by purchasing a box of Girl Scout Cookies.

Mrs. Lucas is responsible for coordinating the sale here, and can be reached at 697-3005.

The Plymouth Bay Girl Scout council, Inc. is a United Way affiliate serving 20,000 girls and 4,000 adults in the 76 S.E. MA communities.

Jamaica missions report

LAKEVILLE — On Sunday evening, March 3, 6 p.m., the Mullein Hill Church will present the Jamaica Mission Report. Ten adults from the church travelled to Jamaica for a short-term missions trip for eight days in February.

During the program, they will show slides and describe their experiences at the Bethel Christian Retreat near Mandeville in south-central Jamaica.

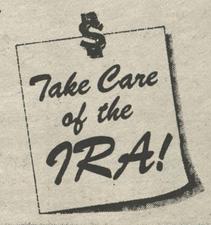
On their trip, they renovated the retreat center as well as did ministry among the Jamaican people.

The public is invited to attend. There will be no charge.

Legal & Special Notice Rates
Legal Rates
94¢ per line
- Citations
- Tax Sale
- Land Court Sales
- Mortgage Sales
- Divorces
- Sheriff's Sales
- Administrators & Executors Notice

Tearsheets
First 6 are Free.
Extra's 10¢ per copy

A Friendly Reminder From The Folks Who Want To Help Lower Your Taxes



There's still time to do something positive about your '90 tax bite — open an IRA with us, or add to your existing one now.

Under current tax law, most of you will realize substantial savings. And of course, your IRA is an ideal way to save and earn money for a more secure future.

So don't forget — see us today about an IRA.

Bridgewater Credit Union
75 Main St., Bridgewater: 697-8101
106 Huttleston Ave., Fairhaven: 992-1100
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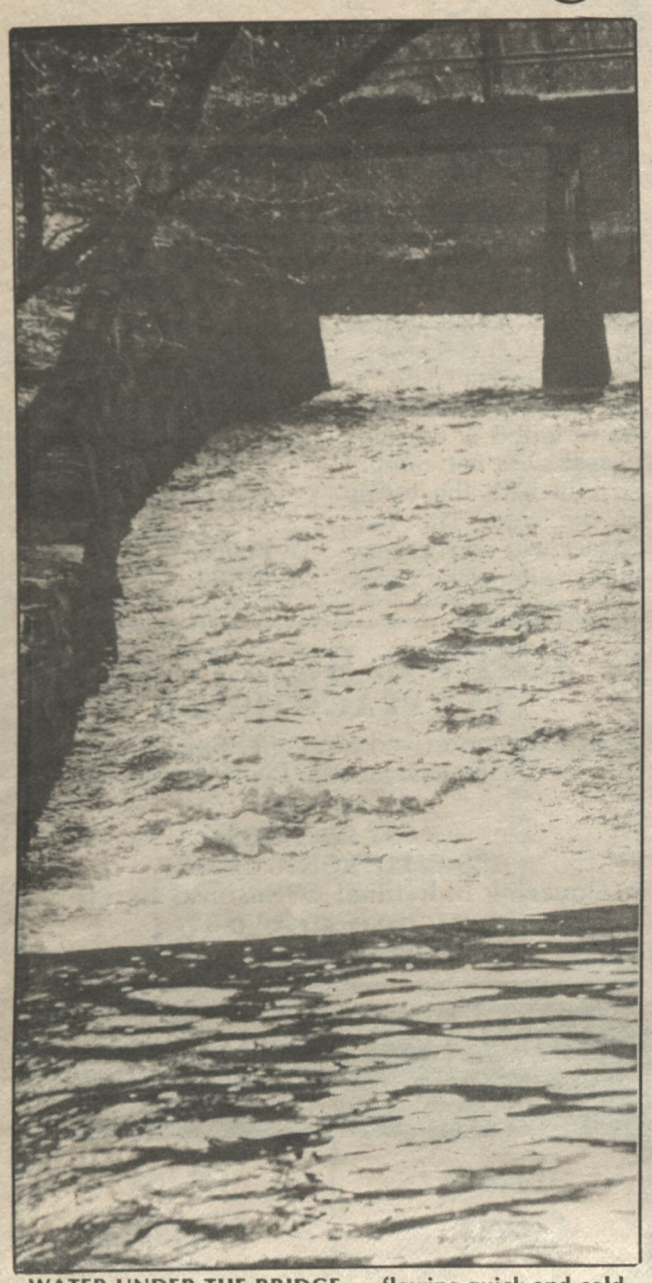
The Back Page



WATER UNDER THE BRIDGE — flowing quick and cold as February draws to a close at the Town River in Bridgewater.

(Photo by Charlotte Damon-Moore)

★Troops

From Page 1

PFC Robert DeChellis
Pfc. Thomas Donovan U.S. Army
E—7 John Ferbert
E5 Dominic A. Fiumara
Spec4 Robert A. Fosdick, Jr.
E6 Paul Greenhalge
SSgt. Robert L. Halley
PFC James Hourigan
SSgt. William LaBossierre
Cpl. John R. Leombruno USMC
Sgt. Michael David Lontak
S.Sgt. Marcelino Lontak
Pfc. Kenneth J. Meuse U.S. Army
Pvt. Derek P. Meuse
Lt. David Mulqueeney
Pfc. Joe C. Pimentel U.S. Army
Cpl. Angelo Pinheiro
Fireman Mathew W. Poozon
S/Sgt. Peter Pratt
Pfc. Ronald K. Rossi, Jr. U.S. Army
Sgt. Christopher A. Shaw
Lance Cpt Mark Sherrick
CT3 Sean Stewart
Pfc. Michael F. Svirsky U.S. Army
Capt. John L. Whitney USAF
Medic Ken Williams U.S. Army
Sgt. 1st Class John L. Wyatt III U.S. Army
Pvt. Robert Matson U.S. Army-Military Police

Anyone who knows of anyone not mentioned, please call the Town Hall.

TIM HARDY
SEAN SEANGIMLER

Addresses of B.S.C. students activated:

SPC Thomas Anderson
020543579
Operation Desert Storm
c/o "A" Co. EM PLT.
APO New York, N.Y. 09734

SGT Stephen Gibbons
019565304
772 MP Co.
c/o C.F.B.N (Provisional)
Fort Devens, MA 01433

CPL James Hayward
025568982
Operation Desert Storm
81s PLT. WPNS Co.
1st BN 25th Marines
FPO New York, N.Y. 09502

SPC Brian Hogan
020442500
Operation Desert Storm
TASK 43
APO New York, N.Y. 09734

CPL Karen Nunes
023642291
USMCR 6MTBN
Transportation Co.
FPO San Francisco, CA 96608

SGT Erik Sevden
016609175
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181st ENGR Company (CSE)
APO New York, N.Y. 09734

HM3 Anne MacNichol
024544991
Urgent Care Department
Naval Hospital
Newport, RI 02841

LCPL Thomas Poppey
220089016
PSC 5000 HS Supply
MCAS
Cherry Point, N.C. 28533

LCPL Mark Sherrick
02667542
WPNS PLT. H & S Co., 1/25 Mar.
1st Marine Division
FPO New York, N.Y. 09502

CPL Gary Parziale
012628208
Operation Desert Storm
"C" Co. Bulk Fuel PLT.
8th MTBN
FPO New York, N.Y. 09502

SGT Ronald Pouliot
026561214
Operation Desert Storm
HQPLT HQ Co. 1st BN 25th Mar.
FPO New York, N.Y. 09502

LCPL Kevin Regan
044624643
U.S. MCCR Trans. Co.
6th PLT. Transport BN (1st MEF)
FPO San Francisco, CA 96608

LCPL Paul Reilly
032485850
G—1 (GRREG)
H & S Bn 1st FSSG
FPO San Francisco, CA 96608

SPC Brian Reiss
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SPC Steven Whitworth
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89 MP Brigade
210 MP BN
94th MP Co.
APO New York, N.Y. 09738

CPL Brian O'Roak
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181st ENGR. (CSE)
c/o Task Force 43
APO New York, N.Y. 09734

SGT Mary McCoole
034542651
ARCENT, S.J.A.
APO New York, N.Y. 09772

SPC Mary McDonald
012561490
772 MP Company
14th BDE
APO New York, N.Y. 09746

SGT Richard Costello
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Task Force 43
181st ENGR Co. (CSE)
APO New York, N.Y. 09734

SPC Joseph Sherman
030645013
Operation Desert Storm
972 MP Company
c/o 1st Infantry Div. (M)
APO New York, N.Y. 09310

PFC William Collett
013662786
772 MP Company
c/o 14th MP Brigade
APO New York, N.Y. 09746

HTC Robert Trenholm
023389632
NAVFTA Rota
Box 20 (Res)
FPO New York, N.Y. 09540

LCPL David Qualey
034609192
HQCO 25th Marines
FMF LANT
Camp Lejeune, N.C. 28542

★Landfill

From Page 4

prejudicial and speculative, saying Matta had no expertise. Hearing Officer Denis Regan responded that in the section of the hearing allotted to citizens' comments, they need not be experts. Although Matta suggested the Board of Health conduct their own survey, Health Board Attorney Richard Dailey said it was not the Board's place to gather evidence, but rather to act as judge. He suggested Matta include some state health statistics as a comparison to his neighborhood statistics.

Richard Bagley read statistics from B.F.I.'s Draft Environmental Impact Report for the proposed Waste-to-Energy plant. According to the report, samples taken at the landfill contained the chemical methylene chloride which is a potential carcinogen, as well as traces of heavy metals which exceeded the state's standards for drinking water. While Attorney Moehrke tried to discredit Bagley by asking questions concerning personal employment and education to show lack of expertise, Bagley countered that his references were straight from B.F.I.'s own figures.

Many other issues were raised such as truck noise and traffic, odor problems which residents feared might mean harmful gas problems, siltation in wetlands and groundwater contamination. The Board of Health, in the role of judge, has 45 days from the February opening of the public hearing to review all exhibits and weigh all comments in order to make a final ruling.

The Board's decision will certainly affect every resident in East Bridgewater, who now enjoys free curbside rubbish pickup as a result of B.F.I.'s contract with the town, as well as the benefit of over $2 million dollars per year in the town's coffers.

MATTRESSES MATTRESSES

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SIESTA BONUS!!!
COIL BOX SPRINGS
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TWINS ONLY	FULLS ONLY	QUEENS ONLY
$59	$99	$139

SAVE 45%-55% OFF LEADING DEPT. STORES REG. PRICES

STOREWIDE SAVINGS
Display models — Buyers Samplers
New stock all discounted for this event. Bring your station wagon, pick-up truck or we can deliver.
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AT SIESTA.. FREE DELIVERY • FREE INSTALLATION • FREE REMOVAL AND PROPER DISPOSAL OF OLD SET ARRANGED

Sealy. MATTRESS or COIL BOX SPRING	Sealy. PLUSH QUILT - BEST VALUE	YOUR CHOICE Sealy. Extra Firm Hair Top or Medium Firm
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Queen set $299	Queen set $399	Queen set $489.95
• QUALITY • COMFORT • SUPPORT	MATTRESS ALONE - $279	MATTRESS ALONE - $32[illegible]
	King set $529	King set $669.95
		MATTRESS ALONE - $459

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Open Daily 9:30-5 PM; Mon. Thurs. till 8 PM

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- INDEX -

"Nantucket Sonata" and other Poems
Churches — "Old North" - 1st Congregational
" — Episcopal

Schools

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Main St. Fete
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Old and Newer Nantucket Views - Water-front
Sankaty Head Lighthouse
Jared Coffin House - views
Nantucket Windmills
Nantucket Banks and Currency
Easy St. - "Napoleon" Willow and Pine St.
Main Street
Nantucket Sts. and Houses
Maria Mitchell - (photos) Matthew Starbuck
Milk Street
Nantucket lanes and streets
"Petticoat Row" - (now Center Street) - "Hinckley Lane"

"A-moonlight-Sonata" "Sconset

Nantucket of flowery moorlands,
And skies all royally blue;
Home of the sea-dear isle so bland-
There is no haven like you!

Birds with plumage of silvery white
Circling the joyous blue sea;
Craft winged-white dart to and fro.
Like birds all careless and free.

Swamps of meshed sweetness with borders
Fragrant of roses, spiced and wild;
And over all the salt sea-scent,
Mingles with air sweet and mild.

Cool limpid ponds green-edged with reeds,
With restful hum of the bee;
A prayerful hush - the peace of heaven
Wafting home to you and me.

Blooms nestle close to the roadside
Guarded by pine-tree and bay,
Field-larks dart hither and thither
Like merry children at play.

Low outstretching sands curve whitening
Far out into ocean's breast,
All silent, and calm, and shining-
A harbor of peace and rest.

While up over misty purple
Of hills lying low and round
The white fleecy clouds drift slowly
Heaven's sentinels profound.

Sunrise and sunsets blushing red,
Life at dawn, peace at the West;
Where lies the old town gray-beaten,
With roar of sea all unrest.

Isle of the sea, dear Nantucket,
Thy children turn home to thee,
When wearied of life's fierce struggle-
Dear old isle, home of the sea.

By Josephine Smith Brooks

New Year's Greeting Poem 1822

☞ The following address was from the carrier of the Inquirer of 1822 to its numerous patrons. It was handed us by a young friend who thought it might bear rejuvenating:—

THE CARRIER
OF THE
NANTUCKET INQUIRER,
TO ITS PATRONS.

Accept the carrier's humble prayer,
Who calls the present day to view,
And servos you with the common fare;
The *New year Eighteen Twenty two.*

Heaven grant his favors every hour,
To Rich and Poor of every grade;
On all our patrons blessings shower,
On Merchant, Tars and honest Trade.

Give industry its due reward,
What'ere the call let good attend;
The Orphan child from danger guard,
And be the Widows bounteous friend!

Our Patrons have our *fervent* prayer,
This year may give an *ample* store;
That of their bounty we may share
Both now; and while we ask for more.

The merchant next we take in view,
On whom depends our Island's stay,
A prayer for blessings we'll renew;
And claim for him a rich repay.

His ships a golden harvest yield,
To cheer his prospect as he goes;
A harvest from the generous field,
The vast Pacific oft bestowe.

Let traders and tradesmen all advance,
And share the favors of our Isle,
Their stock increase, their wealth enhance,
Their brow to gladden with a smile.

Thus hand in hand along we'll go,
And crave another Jubilee;
When time that's ever on the flow,
Shall give the ensuing twenty-three.

The Seamen—Heaven light their way o'er the deep,
Preserve them from danger through every clime,
With full "basket and Store" O! *design* them to greet,
And safely return to their own native Isle.

Give them Masters whose conduct is marked with no stain,
Whose motto is—"*Justice to all unconfin'd*,"
Who can punish the guilty, whatever his name,
And to the deserving be faithful and kind.

May virtue and science increase in our land,
And Preachers be fill'd with the Gospel of Heaven,
May they teach the "glad tidings" the Scriptures command;
Love, *Grace* and *Salvation* to all *freely given*

May the forms and shadows all vanish away,
And *Religion* itself, illumine our Sphere,
"Be our pillow by night, and our guard thro' the day,"
Alike to protect us, from danger and fear!

"And as time rolls along in its glorious course,"
May the Earth and the Sea yield their Store;
An earnest of love from the bounteous Source,
Whose name let us honor—whose goodness adore.

"Here will I close my idle lay;
And if to cheer the *New-Year's Day*
You deem it right—the boon bestow—
No matter what—say half-a-crown or so."

INQUIRER OFFICE, JANUARY 1, 1860.

THE PATH TO SANKOTY

By Bliss Carman

IT winds along the headlands
Above the open sea—
The lonely moorland footpath
That leads to Sankoty.

The crooning sea spreads sailless
And grey to the world's rim,
Where hang the reeking fog-banks
Primordial and dim.

There fret the ceaseless currents,
And the eternal tide
Chafes over hidden shallows
Where the white horses ride.

The wistful fragrant moorlands
Whose smile bids panic cease,
Lie treeless and cloud-shadowed
In grave and lonely peace.

Across their flowering bosom,
From the far end of day
Blow clean the great soft moor-winds
All sweet with rose and bay.

A world as large and simple
As first emerged for man,
Cleared for the human drama,
Before the play began.

O well the soul must treasure
The calm that sets it free—
The vast and tender skyline,
The sea-turn's wizardry,

Solace of swaying grasses,
The friendship of sweet-fern—
And in the world's confusion,
Remembering, must yearn.

To tread the moorland footpath
That leads to Sankoty,
Hearing the field-larks shrilling
Beside the sailless sea.

Wyer

Miacomet Rips, Nantucket.

A Story of Two Frogs.

Mrs. William H. Thomas (formerly of Nantucket, now residing with her daughter in Newport) sends us the following donation—a jingle with a moral:

Two frogs fell into a deep cream bowl.
One was an optimistic soul.
The other took the gloomy view—
"We shall drown," he cried, "guess
we are all through!"
So with a last despairing cry
He turned up his toes and said good-
bye.
Said the other frog with a merry grin
"I may give out, but I won't give in.
I will just swim around 'til my
strength is spent,
And then pass out the more content."
Bravely he swam until it would seem
His strength began to churn the
cream.
On top of the butter at last he
stopped
And out of the bowl he gaily hopped.
The moral—well, it is easily found:
If you can't hop out, keep swimming
around.

APRIL 27, 1958
(Revised to June 27, 1958)

BOSTON and CAPE COD

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THIS TIMETABLE shows train schedules in DAYLIGHT SAVING TIME (which is one hour faster than EASTERN STANDARD TIME). We take every precaution to publish correct schedules, but the times shown cannot be guaranteed. The company is not responsible for errors in timetables nor for inconvenience or damage resulting from delayed trains or failure to make connections or for shortage of equipment. Although it rarely happens, these schedules are subject to change without notice.

C. A. GOODWIN
General Passenger Traffic Manager
Boston 10, Mass.

N. Y., N. H. & H. R. R. CO.

Form 217 8-12-58 15M Wilson H. Lee Co. 3827

A DECLARATION of COURTESY and CONSIDERATION

The Public Relations Committee
of the Town of Nantucket

On the back cover is printed:-

"Welcome"

Nantucket attracts the Summer visitor who appreciates comfort and quiet, who loves or yearns for the natural beauties of the sea and sand and the dramatic foliage; who is happy, as well in the unspoiled setting and the unhurried atmosphere of the past.

In such an environment, and for those who seek them, all types of active sports are readily available, or maybe you are just a leisure-loving sports spectator.

To all such fine folks, Nantucket extends a warm and friendly welcome.

The Nantucket Island Chamber of Commerce

Visit • Enjoy BOSTON

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Sightseeing all 'round Boston town is grand fun . . . make up a family party . . . try it soon and see . . . you'll save too!

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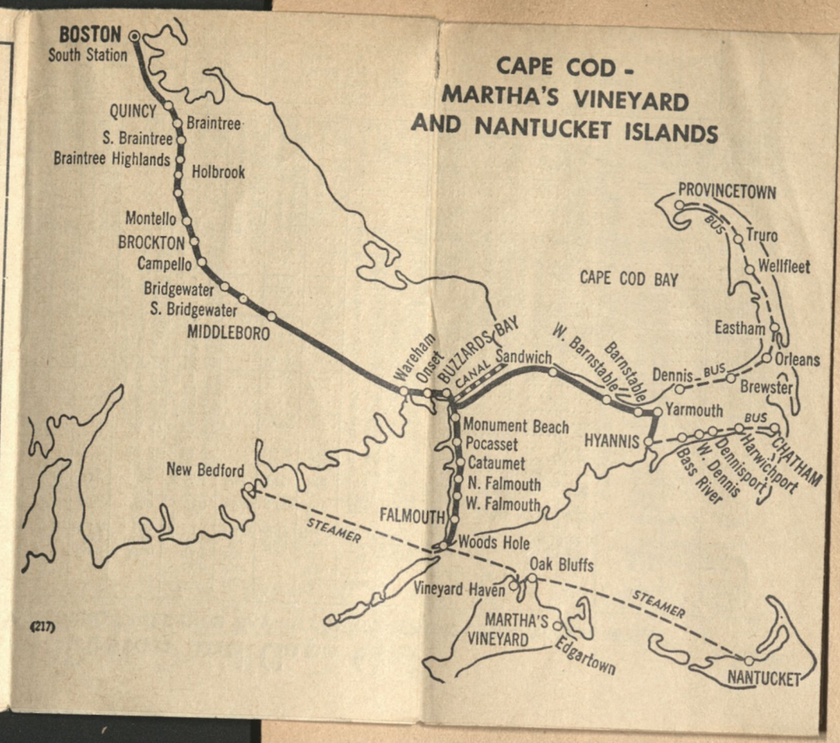
Buzzards Bay • Cataumet • Falmouth • Hyannis • Middleboro • Monument Beach • North Falmouth • Onset • Pocasset • Sandwich • Wareham • West Barnstable • Woods Hole • Yarmouth . . . Consult Ticket Agents for details and Start Saving!



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Boston and Cape Cod

BOSTON—BROCKTON—MIDDLEBORO—BUZZARDS BAY—HYANNIS—FALMOUTH—WOODS HOLE

All schedules in Daylight Saving Time	Daily Ex Hol A	Mon thru Fri	Mon thru Sat Ex Hol A	Mon thru Sat Ex Hol A	Mon thru Sat Ex Hol A	Daily	Daily Ex Hol A	Mon thru Sat	Sun only Note 1	Mon thru Sat Ex Hol A	Sun only	Mon thru Fri Ex Hol A	Mon thru Sat Ex Hol B	Sun & Hol B only	Mon thru Sat Ex Hol A Note 2	Mon thru Sat Ex May 30	Mon thru Sat	Mon thru Sat Ex Hol A	Sun & Sept 1 only Note 4	Daily	Fri only July 11 to Aug 29 incl.
	♦732	♦734	736	♦756 758	♦738	♦794 y764	♦740	780 770	780 770	♦742	♦744	746	796 766	♦782 784	748	774	774	♦750	♦786 ♦798	♦752	♦768
	AM	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM
Woods Hole Lv				6 47		11 07		12 32	12 32				5 38	6 12					8 19		
Falmouth				6 53		11 13		12 38	12 38				5 44	6 18					8 26		
North Falmouth ♦				dd																	
Cataumet ♦				7 04				12 47	12 47				5 53	6 27					8 35		
Pocasset ♦				7 07				12 50	12 50				5 56	6 30							
Monument Beach ♦				7 11		11 27		12 54	12 54				6 00	6 34							
Buzzards Bay ..... Due				7 15		11 31		12 58	12 58				6 07	6 38					8 40		
				7 19		11 35		1 02	1 02				6 14	6 42							
Hyannis Lv				6 44		10 48		12 25	12 25				5 26	6 05		7 15	7 15		8 09		10 05
Yarmouth				6 48		10 52		12 29	12 29				5 30	6 09		7 19	7 19		8 13		10 09
West Barnstable				6 57		11 02		12 38	12 38				5 41	6 19		7 30	7 30		8 22		10 18
Sandwich ♦				7 07		11 12		12 48	12 48				5 51	6 29		7 40	7 40		8 32		10 28
Buzzards Bay Lv				7 24		11 38		1 05	1 05				6 22	6 50		8 02	8 02		8 49		10 45
Onset ♦				7 29		11 44		1 10	1 10				6 27	6 56		8 07	8 07		8 54		10 51
Wareham				7 34		11 50		1 15	1 15				6 36	7 01		8 13	8 13		9 03		10 56
Middleboro Lv	5 43	6 32	6 59	7 49		12 07		1 30	1 30				6 52	7 18	7k15	8 36	8 36				11 10
Bridgewater	5 51	6 42	7 09	7 58		12 18		1 40	1 40				7 05	7 27	7k30	8 46	8 46				11 19
Campello ♦	5 58	6 51	7 18	8 06																	
Brockton	6 02	6 55	7 25	8 09	10 41	12 28	1 14	1 49	1 49	3 18	4 05		7 18	7 37	7 42	8 57	8 57	9 04	9 31	11 00	11 29
Montello ♦	6 05	6 59	7 30		10 44		1 17			3 21	4 08										
Holbrook (Randolph)	6 10	7 05	7 37	8 16	10 49		1 23			3 26	4 14	7 08									
Braintree Highlands ♦	6 13	7 09	7 41		10 52		1 27			3 30	4 17	7 12									
South Braintree ♦	6 16	7 13			10 55		1 30			3 33	4 20	7 16									
Braintree ♣ ..... Due	6 19	7 16	7 47		10 58		1 33			3 36	4 23	7 20			7 57						
Quincy ♣ ..... Due	6 24	7 21	bb		11e3		1 39			3 41	4 29		7 35	7 54		9 12	9 12	9 22	9g46	11 21	
Boston, South Sta.. Due	6 41	7 39	8 10	8 41	11 14	12 55	1 55	2 16	2 16	3 54	4 46	7 38	7 47	8 07	8 15	9 26	9 26	9 45	9 59	11 40	11 58
	AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM

Miles from Boston		Mon thru Fri Ex Hol A	Daily		Daily	Mon thru Sat Ex Hol A	Daily Ex Hol A	Mon thru Sat	Mon thru Sat Ex Hol A	Sun only	Fri & July 3 only	Mon thru Sat Ex Hol A	Mon thru Fri Ex Hol A	Mon thru Fri Ex Hol A	Sat only	Fri only July 11 to Aug 29 incl. Note 3	Mon thru Sat Ex Hol A	Sun & Hol C only	Daily	Daily
		731	763 785		763 783	♦733	♦737	795	♦739	♦741	♦769 ♦799	♦777 ♦797	743	♦745	♦745	♦765 ♦781	♦747	♦779 ♦789	♦749	♦751
		AM	AM		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM
0.0	**Boston,** South Sta. Lv	5 25	8 35		8 35	9 45	12 28	1 55	2 35	3 15	4 45	5 08	5 14	5 38	5 38	6 30	7 45	8 10	10 00	12 08
8.0	Quincy ♣	5 40	8 47		8 47	9 57	12 45		2 52	3 32				5 56	5 56		8 04		10 20	12 22
10.5	**Braintree** ♣ ..... Due	5 45				10 00	12 50		2 57	3 37							8 11		10 26	12 27
11.5	**South Braintree** ♣ .... Due					10 03	12 53		3 00	3 40			5 34	6 04	6 04		8 14		10 29	12 30
13.0	Braintree Highlands ♦					10 06	12 56		3 03	3 43			5 38	6 08	6 08		8 18		10 32	12 33
15.0	Holbrook (Randolph)					10 09	12 59		3 06	3 46			5 44	6 13	6 13		8 23		10 35	12 36
18.5	Montello ♦						1 04		3 11	3 51			5 50	6 18	6 18		8 28		10 40	12 41
20.0	Brockton	6 08	9w03		9w03	10 15	1 07	2 27	3 14	3 54		ee	5 54	6 23	6 23		8 31	8 35	10 43	12 44
22.0	Campello ♦												5 58	6 27						
27.0	Bridgewater	6 18	9 22		9 22			2 37				5 41		6 36				8 42		12 51
35.0	**Middleboro** ..... Due	6 28	9 30		9 30			2 49				5 49		6 45				8 50		12 59
49.5	Wareham ..... Due		9 51		9 51			3 07								7 26		9 04		
51.5	Onset ♦		9 55		9 55			3 12								7 31		9 08		
55.0	**Buzzards Bay** ..... Due				10 01			3 19								7 41		9 16		
62.5	Sandwich ♦ ..... Due		10 24		10 24			3 43										9 27		
70.0	West Barnstable		10 34		10 34			3 55										9 37		
76.0	Yarmouth		10 48		10 48			4 05										9 46		
78.5	**Hyannis** ..... Due		11 00		11 00			4 09										9 49		
55.0	**Buzzards Bay** Lv		10 15		10 21			3 33										9 19		
56.5	Monument Beach ♦ ..... Due		10 19		10 26			3 37										9 23		
58.5	Pocasset ♦		10 23		10 31			3 41										9 27		
60.5	Cataumet ♦		10 27		10 35			3 45										9 31		
61.5	North Falmouth ♦		10 30		10 39			3 48										9 34		
65.0	West Falmouth ♦																			
68.5	Falmouth				10 56			3 57								8 11		9 43		
72.0	**Woods Hole** ..... Due		10 45		11 03			4 03								8 17		9 49		
		AM	AM		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	AM

♦ No baggage handled; when reference appears against station, check baggage to nearest station having facilities.
♣ For complete schedules between South Braintree, Braintree, Quincy and Boston, see table 23.
Holidays A—May 30, July 4 and Sept. 1.
Holidays B—May 30, July 4, Sept. 1 and Oct. 13.
Holidays C—July 4 and Sept. 1.
Note 1—Will not run June 22 to Sept. 7, incl.
Note 2—This train originates at Brockton on Saturdays.
Note 3—Will also run on Thursday, July 3.
Note 4—Will not run Sunday, August 31.
d On Monday, October 13, only, this train runs 22 minutes later Buzzards Bay to Woods Hole.
e Change trains at Braintree.
g Stops only to leave passengers.
k Train does not run from this station on Saturdays.
w Leave Brockton 9.12 AM.
y No checked baggage service on this train Sundays.
bb Except Saturdays connecting train leaves Braintree 8.04 AM; due Quincy 8.11 AM. On Saturdays connecting train leaves Braintree 7.59 AM; due Quincy 8.04 AM
dd Stops only to take passengers at West Falmouth, June 13 to Sept. 15, incl. at 6.58 AM.
ee Stops only to take passengers at Brockton 5.34 PM.
zz Stops only to leave passengers at West Falmouth, June 13 to Sept. 13, incl. at 6.44 PM.

4-27-58—33S

● CENTER-TO-CENTER ALL-WEATHER SERVICE ●

Cape Cod Bus Connections

BOSTON—HYANNIS—BREWSTER—ORLEANS—PROVINCETOWN

Bus service on the public highways via the Falmouth Bus & Taxi Co., Inc.; railroad tickets not accepted.
Service subject to change without notice.

All schedules in Daylight Saving Time	Fri May 30 only	Daily	Wed & May 30 only	Ex Wed & Sun	Ex Sun & Hol A
	Train	Train	Train	Train	Train
	AM	AM	PM	PM	PM
Boston, South Station ... Lv	8 38	8 35	1 55	1 55	5 08
Hyannis ..... Due	11 00	11 00	4 09	4 09	6 51
	Bus	Bus	Bus	Bus	Bus
Hyannis (R. R. Station) ... Lv	11 05	11 05	4 15	4 40	7 00
Dennis (Goodspeed's)	11 20	11 20	4 30	4 55	7 15
Brewster, Mass. (Doane's)	f	f	f	f	f
Orleans (Orleans Phcy)	11 40	11 40	4 50	5 15	7 35
Eastham (Town Hall)	11 45	11 45	4 55	5 20	7 40
Wellfleet (Murray's Phcy)	12 00	12 00	5 10	5 35	7 55
Truro, Mass. (Snow's)	12 05	12 05	5 15	5 40	8 00
North Truro (Square)	f	f	f	f	f
Provincetown ..... Due	12 25 PM	12 25 PM	5 35 PM	6 00 PM	8 20 PM

	Daily	Ex Sun & Hol B	Ex Sun & Hol B	Sun & Sept 1 only	Sun & Sept 1 only	Fri only
	Bus	Bus	Bus	Bus	Note 2 Bus	Bus
	AM	PM	PM	PM	PM	PM
Provincetown Lv	8 30	2 00	3 45	3 45	6 20	8 30
North Truro (Square)	8 45	2 15	4 00	4 00	6 35	8 45
Truro, Mass. (Snow's)	f	f	f	f	f	f
Wellfleet (Murray's Phcy)	8 55	2 25	4 10	4 10	6 45	8 55
Eastham (Town Hall)	9 10	2 40	4 25	4 25	7 00	9 10
Orleans (Orleans Phcy)	9 15	2 45	4 30	4 30	7 05	9 15
Brewster, Mass. (Doane's)	f	f	f	f	f	f
Dennis (Goodspeed's)	9 35	f	4 50	4 50	7 25	9 30
Hyannis (R. R. Station) .. Due	9 55	4 00	5 10	5 10	7 45	9 50
	Train	Train	Train	Train	Train	Train
Hyannis Lv	10 48	5 26	5 26	6 05	8 09	10 05
Boston, South Station ... Due	12 55 PM	7 47 PM	7 47 PM	8 07 PM	9 59 PM	11 58 PM

VACATION VARIETY

YOURS-TO-ENJOY-ON

CAPE COD

and on the Islands of

MARTHA'S VINEYARD
NANTUCKET

WHEN-YOU-CHOOSE

New Haven's Package-Planned

SEASHORE TOURS

3 TO 7 DAYS FROM BOSTON

Visit or Write

New Haven R.R. Travel Bureau
Room 236, South Sta. Boston 10, Mass.
Your Travel Agent — Your Ticket Agent

BOSTON—HYANNIS—HARWICH PORT—CHATHAM

	Daily Ex Sun	Ex Sun	Wed & May 29 & 30 only	Ex Wed Sun & Sept 1	Ex Sun & Hol C
	Train	Train	Train	Train	Train
	AM	PM	PM	PM	PM
Boston, South Station Lv	8 35	1 55	1 55	1 55	5 08
Hyannis ..... Due	11 00	4 09	4 09	4 09	6 51
	Bus	Bus	Bus	Bus	Bus
Hyannis (R. R Station) Lv	11 02	4 15	4 40	4 40	6 55
West Yarmouth (Post Office)	f	f	f	f	f
Bass River	f	f	f	f	f
South Yarmouth (Esso)	11 15	4 30	4 55	5 02	7 10
Dennis Port (Cape Cod Phcy)	11 22	4 37	5 02	5 10	7 17
Harwich Port (Nickerson's)	11 30	4 45	5 10	5 18	7 25
So. Chatham (Village Store)	f	f	f	f	f
Chatham (Old Harbor Phy.) ..Due	11 45 AM	5 00 PM	5 25 PM	5 33 PM	7 40 PM

	Daily	Ex Sun & July 4	Ex Sun & May 30 Note 3	Ex Sun	Sun & Sept 1 only
	Bus	Bus	Bus	Bus	Bus
	AM	PM	PM	PM	PM
Chatham (Old Harbor Phy.) Lv	9 15	3 10	4 30	4 30	4 30
So. Chatham (Village Store)	f	f	f	f	f
Harwich Port (Nickerson's)	9 30	3 20	4 45	4 45	4 45
Dennis Port (Cape Cod Phcy)	9 38	3 28	4 53	4 53	4 53
South Yarmouth (Esso)	9 45	3 35	5 00	5 00	5 00
Bass River	f	f	f	f	f
West Yarmouth (Post Office)	f	f	f	f	f
Hyannis (R. R. Station)	10 00	3 50	5 15	5 15	5 15
	Train	Train	Train	Train	Train
Hyannis Lv	10 48	5 26	5 26	5 26	6 05
Boston, South Station ..... Due	12 55 PM	7 47 PM	7 47 PM	7 47 PM	8 07 PM

Hol. A—May 30, July 4 and Sept. 1.
Hol. B—July 4.
Hol. C—July 4 and Sept. 1.
Note 1—Will not run Thur., July 3 and Fri., Aug. 29.
Note 2—Will not run Aug. 31.
Note 3—Will not run on May 29 and June 13.
f Stops only on signal.

4-27-58—35S

C is for . . .
COOL
CAPE
COD

Visit it—Enjoy it
This Summer!

The Public Relations Committee
of the Town of Nantucket

25 NEW BEDFORD, WOODS HOLE, MARTHA'S VINEYARD AND NANTUCKET STEAMSHIP AUTHORITY

Service subject to change, delays or interruptions without notice.

Schedule effective April 27 thru June 5.

All schedules in Daylight Saving Time		Ex Sun & May 30	Daily	Daily	Daily	Daily	Ex Sun	Sun only	Fri only Ex May 30 Note 1	May 25 & June 1 only
To the Islands		AM	AM	AM	AM	PM	PM	PM	PM	PM
Train	Boston (So. Station) Lv	.....	.....	8 35	8 35	.....	1 55	.....	5 08	8 10
Train	Woods Hole ..... Due	.....	.....	10 45	10 45	.....	4 03	.....	6 56	9 49
Boat	New Bedford Lv	.....	.....	9 15	.....	.....	.....	.....	.....	.....
Boat	Woods Hole	7 15	9 45	11 00	11 45	2 30	4 30	4 30	7 15	10 00
Boat	Vineyard Haven ..... Due	8 00	10 30	.....	12 30	3 15	5 15	5 15	8 00	10 45
Boat	Oak Bluffs	.....	.....	.....	.....	.....	.....	.....	.....	.....
Boat	Nantucket ..... Due	.....	.....	1 45	.....	.....	.....	.....	.....	.....
		AM	AM	PM	PM	PM	PM	PM	PM	PM

Schedule effective June 6 thru Sept. 20. **Consult agents for schedules effective September 21.**

To the Islands		Ex Sun	Daily	Daily	Daily	Daily	Daily	Ex Sun	Sun only	Ex Sun	Sun only	Fri only ex July 4 Note 4	Ex Sun & Hol A	Sun & Hol A only	Fri & July 3 only	Fri & Sun & Hol A only	Fri & July 3 only			
		AM	AM	AM	AM	AM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM	PM			
Train	Boston (South Station) Lv	.....	.....	.....	8 35	8 35	.....	1 55	.....	1 55	.....	4 45	5 08	.....	.....	.....	.....			
Train	Woods Hole ..... Due	.....	.....	.....	11b03	11b03	.....	4 03	.....	4 03	.....	6 41	6 56	.....	Runs July 11 to Aug. 29, incl. Also runs Thurs., July 3.	6 30	Last trip Sept. 12.			
Boat	New Bedford Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		8 17				
Boat	Woods Hole	7 15	9 15	8 30	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....				
Boat	Vineyard Haven ..... Due	8 00	10 00	10 00	11 15	12 00	2 45	5 00	8 00	6 00	6 00	First trip June 13. Last trip Sept. 5. Also runs Thur., July 3.	8:00	8:00	8 00	.....	.....			
Boat	Oak Bluffs	.....	.....	.....	.....	12 45	3 30	5 45	5 45	.....	.....		8:45	8:45	8 45	8 30	10 15			
Boat	Nantucket ..... Due	.....	.....	10 45	12 00	.....	.....	.....	.....	.....	.....		.....	.....	.....	9 15	11 00			
		AM	AM	1 30	2 30					8 45	8 45									
				PM	PM	PM	PM	PM	PM	PM	PM		PM	PM	PM		PM			

Schedule effective April 27 thru June 5. **Schedule effective June 6 thru Sept. 20.**

From the Islands		Ex Sun & May 30	Daily	Daily	Daily	Ex Sun & May 30	Sun & May 30 only	Ex Sun & May 30	Sun & May 30 only	Fri only Ex May 30 Note 1	Sun May 25 & June 1 only		Ex Sun & Hol A	Hol A only	Daily	Daily	Daily	Daily	Daily	Daily	Daily
		AM	AM	AM	PM	PM	PM	PM	PM	PM	PM		AM	AM	AM	AM	AM	Runs June 21 to Sept. 7, incl.	AM	Runs June 21 to June 26, incl., July 7 to July 28, incl., Aug. 4 to Aug. 27, incl., Sept. 7 to Sept. 11, incl.	Runs June 6 to June 20, incl. and Sept. 8 to Sept. 20, incl.	AM
Boat	Nantucket Lv	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		6 45		6 45
Boat	Oak Bluffs	.....	.....	.....	.....	.....	.....	.....	.....	.....	.....		.....	.....	.....	.....	.....		.....		.....
Boat	Vineyard Haven	.....	.....	.....	.....	.....	.....	2 15	2 15	.....	.....		.....	.....	.....	.....	.....		.....		.....
Boat	Woods Hole	6 00	8 45	10 45	1 30	3 30	3 30	4 45	4 45	6 15	9 00		6 00	6 00	8 15	8 15	.....		9 00		9 30
Boat	New Bedford ..... Due	6 40	9 30	11 30	2 15	4 15	4 15	5 30	5 30	7 00	9 45		6 40	6 40	9 00	9 00	.....		10 15		10 15
								7 00	7 00	.....	.....						9 30				
Train	Woods Hole Lv	6 47	.....	12 32	.....	5 38	.....	5 38	6 12	.....	.....		6 47	.....	11 07	.....	11 07				
Train	Boston (So. Station) ..... Due	8 41	.....	2 16	.....	7 47	.....	7 47	8 07	.....	.....		8 41	.....	12 55	.....	12 55				12 32
		AM	AM	PM	PM	PM	PM	PM	PM	PM	PM		AM	AM	PM	AM	PM				2 16
																					PM

Schedule effective June 6 thru Sept. 20. **Consult agents for schedules effective September 21.**

From the Islands		Ex Sun	Sun June 8 & 15 only	Sun Sept 14 only	Sun only	Daily	Ex Sun & Hol A	Sun & Hol A only	Ex Sun & Hol A	Sun & Hol A only	Runs June 22 to Ex. Aug. 31, Sept. 7, incl.	Sun & Sept 1 only	Daily	Daily	Runs June 22 to Ex. Aug. 31, Sept. 7, incl.	Sun & Sept 1 only	Last trip Sept. 14	Fri & Sun only Note 2
		AM	AM	AM	AM	PM	PM	PM	PM	PM		PM	PM	PM		PM		PM
Boat	Nantucket Lv	.....	.....	.....	.....	.....	.....	.....	2 15	2 15		.....	4 00	.....		.....		.....
Boat	Oak Bluffs	.....	.....	.....	.....	.....	.....	.....	4 45	4 45		.....	6 30	6 30		.....		9 15
Boat	Vineyard Haven	11 00	11 00	11 00	11 00	1 45	3 45	3 45	.....	.....		.....	.....	.....		.....		10 00
Boat	Woods Hole	11 45	11 45	11 45	11 45	2 30	4 30	4 30	5 30	5 30		7 15	.....	7 15		7 00		.....
Boat	New Bedford ..... Due	.....	.....	.....	.....	.....	.....	.....	.....	.....		8 45	.....	8 45		7 45		.....
Train	Woods Hole Lv	12 32	12 32	12 32	.....	.....	5 38	6 12	5 38	6 12		8 19	.....	.....		8 19		.....
Train	Boston (So. Station) ..... Due	2 16	2 16	2 16	.....	.....	7 47	8 07	7 47	8 07		9 59	.....	.....		9 59		.....
		PM	PM	PM	AM	PM	PM	PM	PM	PM		PM	PM	PM		PM		PM

26 CONDENSED RAIL-BUS CONNECTIONS BETWEEN NEW YORK AND THE ISLANDS VIA PROVIDENCE

Bus service via the Short Line, Inc.; railroad and steamship tickets not accepted.

		Ex Sun & Hol A	Ex Sun	Sun only	Ex Sun	Sun only	Ex Sun	Sun only	Ex Sun	
		Train PM	Train PM	Train AM	Train AM	Train AM	Train AM	Train AM	Train AM	
		.....	.....	3h10	3h10	3h10	3h10	3h10	2g28	
		1 00	1 00	12 55	12 55	12 55	12 35	12 35	12 35	
		4 20	4 20	4 59	5 16	4 58	5 16	4 58	5 16	
		Bus	Bus	Bus	Bus	Bus	Bus	Bus	Bus	
		4 45	4y30	8 45	8 45	8 45	8 45	7 15	7 15	
		6 09	5 54	10 09	10 09	10 09	10 09	.....	.....	
		6 24	6 24	e10 t15	e10 t15	e10 t15	e10 t15	.....	.....	
		6 56	6 56	e10 t45	e10 t45	e10 t45	e10 t15	.....	.....	
		Boat	Boat	Boat	Boat	Boat	Boat	cc	cc	
First trip June 26.		8:00	8 00	12 00	12 00	11 15	11 15	Boat	Boat	
Last trip June 25.		8:45	8 45	12 45	12 45	.....	.....	cc	cc	
		.....	.....	.....	.....	12 00	12 00	10 45	10 45	
		.....	.....	.....	.....	2 30	2 30	1 30	1 30	
		PM	PM	PM	PM	PM	PM	PM	PM	

For rail service between New York and Woods Hole—See Table 29.

Consult agents for schedules effective September 3.

Read Down

Lv. New York Penna. Sta. G.C.T. Due

Due. Providence Lv

Read Up

Lv. Providence ..... Due

Due. Buzzards Bay Lv

Lv. Buzzards Bay ..... Due

Due. Woods Hole Lv

Lv. Woods Hole ..... Due

Due. Vineyard Haven Lv

..... Oak Bluffs .....

Due. Nantucket Lv

		Daily	Sept. 1, Aug. 31,	Sun & Sept 1 only Note 3
		Train AM		Train AM
		2 50		3 35
		10 05		11 56
		Bus		Bus
		9 55		11a45
		.....		8 47
		cc		8 46
		Boat		8 19
First trip June 22.	Last trip Sun., Will not run	cc		Boat
		6 30		7 45
		4 00		7 00
		PM		PM

Note 1—Also runs Thur., May 29 and Sat., May 31.
Note 2—Also runs July 3, 4 and Sept. 1.
Note 3—Will not run August 31.
Note 4—Also runs Thur., July 3.

Holidays A—July 4 and Sept. 1.

a By connecting bus; change at New Bedford.
b Prior to June 21; also commencing Sept. 8, due Woods Hole 10.45 AM.
d Boat operates 30 minutes later on Thur., July 3, and Fridays, July 11 to Aug. 29, incl.
e From June 21 to Sept. 7, incl., leave Buzzards Bay at 10.21 AM, due Woods Hole at 11.03 AM.
g Due Providence at 6.32 AM.
h Due Providence at 7.10 AM.
t Via train between Buzzards Bay and Woods Hole.
y Bus will wait 15 minutes for the train.
cc Via boat between Woods Hole and New Bedford Wharf; Short Line, Inc. bus between New Bedford Wharf and Providence.

6-2-58—34S

A DECLARATION of COURTESY and CONSIDERATION

The Public Relations Committee
of the Town of Nantucket

On the back cover is printed: —

"Welcome"

Nantucket attracts the Summer visitor who appreciates comfort and quiet; who loves or yearns for the natural beauties of the sea and sand and the dramatic foliage; who is happy, as well in the unspoiled setting and the unhurried atmosphere of the past.

In such an environment, and for those who seek them, all types of active sports are readily available, or maybe you are just a leisure-loving sports spectator.

To all such fine folks, Nantucket extends a warm and friendly welcome.

The Nantucket Island Chamber of Commerce

APRIL 27, 1958
(Revised to June 27, 1958)

BOSTON and CAPE COD

including Bus and Steamer connections.

MARTHA'S VINEYARD & NANTUCKET

ISLANDS • BROCKTON • MIDDLEBORO

WOODS HOLE • HYANNIS • CHATHAM

PROVINCETOWN

THE NEW HAVEN RAILROAD

THIS TIMETABLE shows train schedules in DAYLIGHT SAVING TIME (which is one hour faster than EASTERN STANDARD TIME). We take every precaution to publish correct schedules, but the times shown cannot be guaranteed. The company is not responsible for errors in timetables nor for inconvenience or damage resulting from delayed trains or failure to make connections or for shortage of equipment. Although it rarely happens, these schedules are subject to change without notice.

C. A. GOODWIN
General Passenger Traffic Manager
Boston 10, Mass.

N. Y., N. H. & H. R. R. CO.

Form 217 8-12-58 15M Wilson H. Lee Co. 3827

Enjoy Transcendental Atmosphere Where

RUSSELL BLAKE HOWE

Recreates Music of
Beethoven, Chopin and Liszt

Participate in the Finest of Foods for Lunch or Dinner in the very Lofts Where Sails Were Made for World Girdling Ships and have a Sea Gull's View of Historic Boston Harbor at the tip of Colorful Old T Wharf—Oldest Boston at its Best. Refreshing sea breezes and glorious sunsets.

Foot of State Street—Atlantic Subway Station
OPEN EVERY DAY, INCLUDING SUNDAYS, FROM 12 to 8 P. M.
FOR RESERVATIONS TEL. LA 3-8719—AMPLE PARKING

Blue Ship Tea Room

TION

ESY

ATION

The Public Relations Committee
of the Town of Nantucket

On the back cover is printed:-

"Welcome"

Nantucket attracts the Summer visitor who appreciates comfort and quiet; who loves or yearns for the natural beauties of the sea and sand and the dramatic foliage; who is happy, as well in the unspoiled setting and the unhurried atmosphere of the past.

In such an environment, and for those who seek them, all types of active sports are readily available, or maybe you are just a leisure-loving sports spectator.

To all such fine folks, Nantucket extends a warm and friendly welcome.

The Nantucket Island Chamber of Commerce

Whereas; Nantucket has over the years been privileged to share its calm atmosphere and quiet refinement with many good friends and visitors from the mainland, and

Whereas; Many such friends and visitors have in turn shared the charm of Nantucket with succeeding generations of their families and many as well have chosen to make Nantucket their permanent place of residence and have thus helped make possible many of the fine civic facilities and services of which Nantucket is justly proud, and

Whereas; Nantucket is a rare and authentic heritage of an early American life and mode of living, the atmosphere of which through lack of genuine appreciation or lack of courtesy and consideration could well be lost and never regained;

Now Therefore; We the undersigned do urge our friends and visitors to accept and respect the following, to wit;

Dress: In and about town, tradition frowns on bathing suits, extreme shorts and other unduly exposing attire. Bermuda shorts and sport shirts are quite acceptable.

Evenings; Nine o'clock curfew ringing from the South Church tower is a mere reminder that friends and neighbors appreciate quiet in the late evening hours. Our closely built Island community can not otherwise rest happily.

Bicycles: Observance of regulations as to one-way streets and not riding or parking on sidewalks or blocking doorways or crosswalks.

Litter: Help keep the Island free of litter on the streets, highways and beaches. Place all refuse in the official recepticles or dispose of it at your place of abode. Extreme care must always be exercised in discarding cigaretts or matches.

On the back cover is printed: -

"Welcome"

Nantucket attracts the Summer visitor who appreciates comfort and quiet, who loves or yearns for the natural beauties of the sea and sand and the dramatic foilage; who is happy, as well in the unspoiled setting and the unhurried atmosphere of the past.

In such an environment, and for those who seek them, all types of active sports are readily available, or maybe you are just a leisure-loving sports spectator.

To all such fine folks, Nantucket extends a warm and friendly welcome.

The Nantucket Island Chamber of Commerce

No Churches First 50 Years

The establishment of the first Christian church among the early settlers of Nantucket is shrouded in much mystery. Although the Island was first occupied by white settlers in 1659, there is no evidence that religious services were held in any stated way with a place of worship till about fifty years later, in 1710.

In 1698 Thomas Chalkley, an English Quaker, visited the Island, and six years later, in 1704, Thomas Story, another English Quaker, spent several days in Nantucket. Both these men testified to the religious destitution there. From their narratives we also learn that there were ministers of the Gospel temporarily visiting the Island, who probably were sent from the Congregational churches of Eastern Massachusetts, and were holding religious services and ministering to the spiritual needs of the people. It is quite probable that the Friends were the first religious body established there in an organized form; but if the tradition about the first Friends' meeting-house, that it was built in 1710 or 1711, is trustworthy, it indicates that the Friends were not organized much if any earlier than the first Congregational Church, assuming the trustworthiness of the tradition that its first house of worship was erected in 1711. Between the traditional time of the building of the "Old North Vestry," the common name of the building erected in 1711, and used by the first Island church for religious worship, and the advent of Timothy White in no administering of the sacraments that indicate a regular church establishment previous to 1728.

Prior to 1820 or thereabouts, the Friends were the most numerous and strongest religious organization in the confines of Nantucket. This is for the good reason that the Friends had no ordained ministry. They had men and women who were chosen to be ministers or elders; but these persons were teaching rather than ruling, elders; the function of the eldership as a calling to instruct and inspire coming to the front, the function of authority, for ıe greater part, being held in reserve. They had no pastors in charge of their meetings, and no paid official order. In theory of government, the Friends were a pure democracy with unrestricted suffrage. By suffrage, it is not meant that questions were voted upon as is usually done in other deliberative assemblies, by a written ballot or by a show of hands. The conclusion was reached by taking the sense of the meeting, in which the approval or disapproval, verbally expressed, of the whole assembly, was sought. The clerk declared what seemed to him to be the sense of the meeting, and this declaration was final.

In their religious assemblies, theoretically, the Friends were a free parliament, though in fact and in practice, as a rule, the right of speech was limited to the high seats, or those entitled to occupy those seats.

Nantucket Churches 1973

You will find a hearty welcome in any of Nantucket's churches and will be much richer for the experience of attending a church service on this tiny island 30 miles at sea.

ST. PAUL'S EPISCOPAL: 16 Fair St., Rev. Herbert S. Stevens. 228-0916. Sunday - Holy Communion, 8 a.m.; Family Services 9:15 a.m.; Morning Prayer, 11 a.m.

ST. MARY'S ROMAN CATHOLIC, Our Lady of the Isle: Federal St., Rev. Msgr. Lester L. Hull and Father Babbitt, 228-0100. Sat. - Mass, 5:30 p.m. Sunday - Masses at 7, 9, and 11 a.m.

UNITARIAN UNIVERSALIST: 9 Orange St., Rev. Edward A. Anderson, 228-2730. Sunday - Service and Nursery School, 10:45 a.m.

FIRST BAPTIST: Summer St., Rev. Robert Dean Sweet, 228-0377. Wednesday - Mid-week prayer and Bible study, 7 p.m.; Sunday - Sunday School (all ages), 9:45 a.m.; Morning Worship, 11 a.m.; Evening worship 7 p.m.

FIRST CONGREGATIONAL, 62 Centre St., Rev. Alfred B. Bingham, Jr., 228-0950. Sunday - 10:45 a.m. morning worship and Sunday School.

UNITED METHODIST: junction of Centre, Liberty and Main Sts. Rev. Frank J. Pattison. 228-0810. Sunday: 10:45 a.m. Morning Worship (nursery during service). Sunday School 9:30 a.m.

SOCIETY OF FRIENDS * QUAKERS: Fair Street. George H. Selleck, Clerk. 228-9265. Sunday 10:30 Meeting for Worship, in Maria Mitchell Library on Vestal Street.

CHRISTIAN SCIENCE: 8 Gardner Street. Mrs. Alverda Morris, Clerk. 228-2070. Sunday 11 a.m.

1804 - 140 Years Ago

The following notice to Mariners was published in The Inquirer: "The tower of the North Congregational Church in this place has recently been taken down. This constituted one of the principal landmarks for navigators entering the port - and some months will probably transpire ere another is erected. We have therefore deemed this notice necessary, that vessels coming hither may be governed accordingly."

SEPTEMBER 7, 1972

Congregational services to be held in North Vestry

The Service of Worship at 10:00 Sunday mornings will be held in the Old North Vestry beginning this Sunday. Throughout the summer, worship has been held in the larger sancturay of the First Congregational Church. That building, however, will be open daily to visitors who wish to visit.

This Sunday Mrs. Leroy H. Ture Chorister and Organist has chosen the anthem for the choir, "Love Faileth Never". Mrs. Kathleen Props will be soloist earlier in the service.

The Rev. James O. Edds. minister, has chosen the sermon title, "Where Has all the Joy Gone?"

Carillon at Congregational Church will be dedicated this Sunday

A dedication service to commemorate the installation of the new carillon in the church tower of the First Congregational Church will be held this Sunday, September 8. The carillon is a gift to the church and Nantucket by Mr. and Mrs. Sherwood Smith.

The carillon will play selected hymns at 12:05 p.m. and 6:05 p.m. each day of the week. Appropriate hymns have been selected for each week of the year by the Smiths in consultation with Mrs. Eleanor True, organist and chorister. The hymns played during the worship service on Sunday will be the same hymns played by the carillon that day.

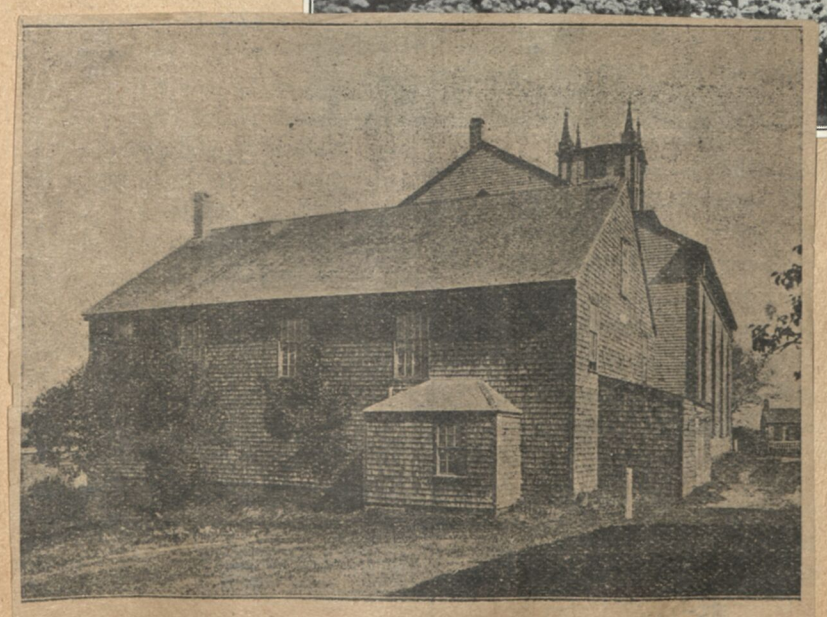
Rev. Alfred Bingham said it is hoped that the carillon will bring pleasure and enjoyment to all the people of Nantucket and that it will bring another unique element of charm to this lovely island.

Sept. 8, 1974

This is the church that your ancestors attended. It is the oldest one here.

Think of me when you have your Christmas celebration. I'd like to be with you.

Love from
Your cousin Grace
(Gardner)



THE OLD NORTH VESTRY. BUILT IN 1711.

First Church History.

The original church building which was used as a place of worship prior to 1834 is now known as the "Old North Vestry". It is the oldest church building in Nantucket and is built of oak which grew on the island. Doubt about the origin of the great oak timbers which form the frame of the vestry has been expressed but a huge oak stump was recently unearthed in a peat swamp. A cross section of it may be seen in the historical rooms. This oak tree was about three feet thick and was probably one of many on the island 250 years ago. From trees like this these massive oak beams were hewn. A bill for timber used in its construction dated 1711 establishes the date of its erection. It was first located a mile or more north of its present location not far from "No Bottom" pond where it remained until 1765, when it was removed to the site of the present church building. There it remained until 1834 when it was removed to its present site to give place to the new building.

Originally the vestry had no tower but in 1795 a tower was erected on what is now the south end of the building. This was bolted to the structure by iron rods. The holes seen in the timbers above the present desk were for these rods. There was a high pulpit, and a huge sounding board suspended above the pulpit held by a cord attached to a hook in the ceiling. A gallery extended on the north, east, and south sides. The singers occupied the eastern gallery directly above the main entrance. The pews were square pens with the seats hung on hinges to be raised and lowered as required.

Pictures of the Old Vestry together with a diagram showing the names of many of the original pew owners hang today upon the west wall. The Old North Vestry may be entered from the church by the door at the right of the pulpit. Visitors whose families are of Nantucket origin may be interested to seek out the place of the old family pew. This can easily be done from the diagram if it is remembered that the pulpit stood in front of the place where the clock now hangs.

The recent addition to the Vestry on the west side was completed in 1928. It consists of the ladies' parlor and the Church School room.

The present unposing church building standing here on Beacon Hill was erected in 1834. Originally there was a tall steeple. Later this was thought unsafe. It was removed and the present four minarets were constructed.

Although the Island of Nantucket was first occupied by white settlers in 1659 there is no evidence that there were any religious services until about 50 years later. In 1698 Thomas Chalkley, an English Quaker, visited the Island and six years later Thomas Story, another English Quaker, spent several days here. Both testified to the religious destitution which they found. It is quite probable that the Friends were the first religious body to be established on the Island. It is not definitely known when the Congregational Church was founded. Tradition places it about the time of the erection of the Old North Vestry, 1711.

The first authentic record of the "preaching of the Gospel in Nantucket" is dated May 9th, 1725, in the notes of Mr. Timothy White. Mr. White served here as "superintendent of religious work among the Nantucket Indians", as teacher of a private school and as preacher in the Congregational Church. His pastorate lasted twenty-five years. The present pastor is Rev. Evarts Wilson Pond, D. D. He began service here June 16th, 1927. Dr. Pond was of the class of 1891, Dartmouth College; 1896, Yale Divinity School; and 1913 and '14, post-graduate at Harvard University.

"Old North Church" Observation at Original Vestry Site.

Aug 18, 1945

A group of interested islanders and summer islanders gathered on a knoll on West Chester street, at the outskirts of the town on Sunday afternoon, to participate in exercises commemorating the 234th anniversary of the erection of the Old North Vestry.

These exercises were arranged by Rev. George S. Sutton, pastor of the Congregational Church, at the suggestion of Rev. George R. Lockwood, D. D., of Tenafly, N. J.

According to tradition, Old North Vestry was erected in 1711, "on the rising ground" north of No Bottom Pond—about a mile west of the present site of the Vestry, to which ground it was removed in 1765.

The program was as follows:

Invocation Rev. George S. Sutton
Scripture Lesson: Exodus; 1 Kings
"The Church's One Foundation"
Message from Nantucket Historical Association E. Stackpole
Historical Statement by Miss Grace Brown Gardner, read by Alcon Chadwick
"We Love the Venerable House."
Anniversary Address: "The Present, Past and Future"
Rev. George R. Lockwood, D. D.
"America"
Benediction Rev. Joseph W. Cochran

In his message from the Nantucket Historical Association, Edouard A. Stackpole mentioned that the man who proved the organizing force in the formation of the Association in 1894 —Rev. Myron S. Dudley—was the pastor of "Old North" Church at the time, and that 50 years ago, during the town's Centennial Observance, Mr. Dudley had investigated and established the original location of the Old North Vestry.

In a most interesting historical statement, prepared by Miss Grace Brown Gardner, and read by Alcon Chadwick, the history of the early settlement of the island, the arrival of Rev. Timothy White, and the first years of the Church's life here were traced. Miss Gardner has made a thorough study of the known facts, and it was her research which led to the accepted fact that the original location of the Vestry was at this section of the oldest street in Nantucket.

The address of Dr. George R. Lockwood was particularly pleasing. An internationally known astronomer, an author of books on astronomy, and a preacher and lecturer of wide experience, Dr. Lockwood was heard with interest and pleasure.

Stressing the lessons of the past, he voiced the plea that the bright new world of peace that is to come be nearer the present by the workings of God's infinite wisdom through the agencies of those men who now control the governments of the world.

The short benediction was given by the Rev. Joseph W. Cochran, for many years minister at the American Church of Paris, France, now a resident of Nantucket.

The singing of the hymns was led by Mrs. Leroy H. True, Chorister, with Gus Bentley accompanying on his piano-accordian.

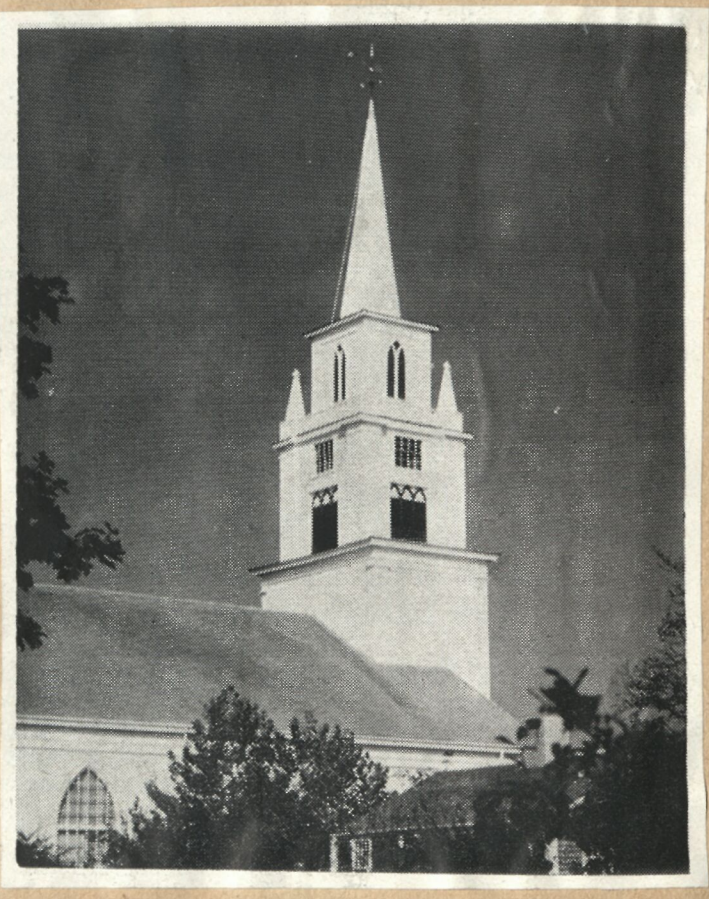
A Steeple Comes Back to an Old Church

IN 1849 THE STEEPLE of Nantucket's North Church on Beacon Hill — home of the First Congregational Society — was taken down as a precautionary measure. Although the church building was only fifteen years old, the steeple had been so battered by storms that it had become loosened and was in danger of falling. All that was left of the once soaring structure was the squat, square tower topped at the corners by small, unlovely minarets, each a sort of evangelical finial. So the tower of the church remained until in time people grew used to it and accepted it as everlasting — at least as enduring as the church itself.

Not so, however, did young Rev. Fred D. Bennett. Called nearly a century later to the pastorate of the First Congregational Society, he had a dream — that some day, somehow, a steeple could be restored to its rightful place on the tower. The dream faded when he joined the U.S. Navy as Chaplain during World War II. But it did not die.

And when, retired from that service, he was recalled to the old North Church in 1963, his dream came true. Considerable work was to be done on the church building and Mr. Bennett suggested that now was a good time to put up a new steeple. The idea caught on. Enough money was raised, non-members as well as members of the church contributing, and the operation began.

Scaffolding was erected around the tower and the work of building the square base of the whole steeple went forward. Then, at 5:45 on the afternoon of September 5, 1968, following the pealing of the church bell announcing the impending event, a helicopter picked up the six-sided spire, prebuilt at the yard of the builder about a mile away, and swiftly bearing it over houses and trees neatly settled it in its appointed place and flew away. Many people watched and many cameras clicked, but there was no cheering, no applause. There was, in truth, an air of mystery about the affair, almost as though a miracle were being wrought high above them in the sky, and the people watched silently, reverently, and then quietly went their ways.



The First Church in Nantucket — An Historical Sketch

1970

Great excitement and high drama were in evidence September 5, 1968, when a helicopter swooped over rooftops and placed a thirty-three foot, twenty-six hundred pound steeple atop the newly built tower of the First Congregational Church. After nearly one-hundred and twenty years, the building could again boast of its completeness. The steeple reaches in its beauty toward the Heavens and illumines, with its majesty, the community surrounding it. Such has been the witness and position of the church since its obscure beginnings nearly two-hundred and fifty years ago.

"The early history of religion on Nantucket is involved in great obscurity. In 'Mather's Magnolia' mention is made of Indian Churches on the Island in 1696, less than forty years from its settlement. These had Indian Pastors and probably owed their origin to the Christian labors of the celebrated Mayhews of Martha's Vineyard."

The Old North Vestry was built about the year 1725 but was then located about a mile from its present site. Being built of oak timbers of local growth, "possibly more sound than the doctrines expounded therein," the Vestry was taken apart and moved to a commanding position on "Beacon Hill" in 1765. After arriving there it is said that the pew doors swung easily on their hinges, so adequate was the construction. There was a high pulpit, a gallery around three sides, a huge sounding board above the pulpit "to act as an extinguisher should the minister pass the 17th milestone in his sermon to improve more than an hour and a half in his endeavors to elucidate a subject which became more misty as he advanced." In 1795 a tower was built and in 1800 a one thousand pound bell was added, the first ever to be rung on the Island. The tower was felt to be unsafe and was removed, later to be replaced. In 1834 the tower was removed when the Vestry was moved to its present site to make room for the new church. The Tower of the Unitarian Church is much the same. The Vestry is the oldest structure for religious purposes on the Island, was once offered for sale, was briefly used as a school and continues to serve as a cozy worship center. It may well be one of the oldest continuously used church buildings in the United States. Its present decoration was completed in 1949. Major work had been accomplished in 1880. The lower walls to the rear are fashioned of the old pew doors, some of the wood beams are the originals.

"The Big Church" was built in 1834 at a cost of $8000, and at first had only three windows along each side. During 1850 the building was lengthened and the ceiling and front wall work accomplished as you can see it today as part of the restoration. At that time the church was composed mostly of women, the men being away at sea. There were about seventy-five members in 1796 and nearly two-hundred fifty by 1820, but at one time in that period there were but three males. Steady growth and great wealth dictated the need for a larger building, as one-hundred fifty new members were received between 1841-43. The beautiful trompe-l'oeil painting was done by an Italian painter and is quite unique even today.

The present organ of sixteen stops weighs five tons and, when installed in 1904, was said to have been one of the finest in Southern New England. It cost $2,500 and was two times the size of the former, purchased in 1844, by having nine-hundred fourteen pipes of wood and metal. The former steeple rose to one-hundred twenty-three feet and was an observation tower "for the convenience of the community." It was removed in 1850 and was capped where the finials are today. Now the steeple rises over one-hundred twenty feet. It is capped with a weathervane crafted in England depicting the taking of a whale.

Since the coming of its first minister, Timothy White in 1725, under the Society for the Propagation of the Gospel in Foreign Parts, the church has been lead by thirty-seven ministers, the longest term being that of The Rev. Bezaleel Shaw, twenty eight years, until 1793. There was one woman minister, Miss Louise Baker, who served from 1880-88. The church today counts a membership of nearly four hundred with many parish friends. The lay leadership has long been outstanding. The Ladies' Union Circle, for example, has been of continuous service since 1846.

Careful detail has dictated the work of the restoration of the 1834 church, and its completion and rededication mark a great event in the history of this active church. Made possible by a gift of the Nantucket Historical Trust and the gifts of members and friends of the church, the restoration has given Nantucket another fine glimpse into its great history. The interior ceiling is a precise reproduction of the original, which remains in place. The front wall was reproduced from an old photograph. The large columns and recessed pilasters create an effect of great depth. The box pews still carry the numbers of their original owners. The floor in the vestibule is a painted marble effect. The chandelier, measuring over seven feet in diameter and weighing nearly six hundred pounds, was crafted in England.

Aug - 1970

The "Greeters" of the North Congregational Church,

Re-dedication week for the First Congregational Church

1970

The period from Thursday (today) July 9, through Sunday, July 12 will mark a series of events in observance of the First Congregational Church's rededication. A banquet at the Sankaty Head Golf Club this (Thursday) evening will open the series. The Rev. Fred D. Bennett, Minister Emeritus of the Church, will be the master of ceremonies, and Col. Claude Bond, retired Chaplain, USAF, and a former pastor of the church, will be the speaker. Other former ministers of "Old North" are also to be present.

Friday evening will feature a service to be held at the Old North Vestry, at which a panel discussion on current youth problems will take place, with emphasis on "Christian Youth and The Church." On Saturday the long-awaited musical concert will be held in the main auditorium of the big church, and some outstanding soloists as well as excellent organ music will provide an evening which will be long remembered. Among the soloists will be Mrs. Claude Bond, whose beautiful voice is not to be forgotten; James Wood, a native of Nantucket, and now the organist at St. Paul's Church, Concord, New Hampshire, will play during the evening; Josephine Hall, mezzo-soprano, a featured soloist in mainland concerts; Walter MacWilliams, clarinetist, and Henry McGowan, tenor soloist from Fairhaven, who has sung in Nantucket on other occasions. Mrs. Leroy True will be the accompanist.

At 10 o'clock on Sunday morning the Service of Re-Dedication will be held. The sermon will be given by the guest minister invited for the occasion, the Rev. Henry D. Gray, senior pastor of the Old South Church, Hartford, Conn. Several former ministers at Nantucket's "Old North" will participate in the program, which has been arranged by the Rev. James O. Edds, pastor of the church. The featured soloist, Josephine Hall, will sing "Thanks Be To Thee," by Handel, and the choir, under the direction of Mrs. Leroy H. True, will present as the anthem "Halleujah, Praise the Lord" by Lewandowski, the choral amen, "Gloria Be To God on High," with Katharine Bond as soloist. Donald H. Olsen, General Manager of the Andover Organ Company, in Methuen, Mass., is the guest organist.

The several church committees, led by the Rev. James O. Edds, the Rev. Fred D. Bennett, have worked diligently in drawing up the several programs and the four-day observance will mark one of the most significant occasions in the history of the First Congregational Church on Nantucket.

Photo by Frederick G. S. Clow

The First Congregational Church on Sunday morning, July 12. 1970

1872

For the Inquirer and Mirror.

EASTER.

Suggested by the flowers in the North Congregational Church.

Japonicas, so pure and white,
Reminding of th' Eternal Light
Because so *brightly pale*
Their flowers.
No fragrance issuing; but then
This only seems; as in Eden
The perfume was not like
In all.

To these the sense is educate,
And only has short time to wait
To catch the odors faint
Exhaled.
Just as some lives appear so cold
Because of high desires untold,
Unknown, unfelt except
By friends.

The Easter lilies held them high
Above the rest in dignity;
The crucifix anear,
Wound o'er
By tender vines. Suggesting then
That memory will live e'en when
The brain may seem to lie
So still.

Azaleas, stainless white, except
Where little drops of blood had rept
Across their purity,
And left
Their marks where they had touched the white.
(The Jews tried hard by taunting slight,
To stain with malice dark
Christ's robe.)

They only left the beauties blent,
A part of which had hid; or lent
An added hue, tinting
Its white.
The grave-dust scattered on His clothes
Has left nor stain nor mark. And those
Who loved Him so, saw Him
Arise.

Arise. And though camellias red
Remind of blood so copious shed
Before, of which we shrink
To speak,
Yet, now, to-day, we know that He
In Heaven or earth *or both*, will see
The gift we bring to Him:
Our Flowers.

L. S. B.

Something Familiar.

The Unitarian Church began as an offspring or separation of the Orthodox Congregational Church. It was known as the Second Congregational Church in its early days. The separation was a part of the religious development of the day and an effort to liberalize the discipline of the church. The doctrine of the church was patterned after what was so-called the "Half-way Covenant", which originated with the Old South Church, Boston.

The Meetinghouse which was erected for this new congregation (the present day Unitarian Church) was built in 1809 on Orange street and at that time

was known as the South Church. The building was dedicated November 9, 1809. The dedicatory sermon was preached by Reverend Seth Freeman Swift. The first public preaching in the new Meetinghouse was on November 12, 1809.

The bell which is now in the tower of the church is one of the important sights for visitors of Nantucket and is 125 years old. It was purchased in Lisbon, Portugal, in 1810, and was one of six chimes intended to be placed in a Catholic convent but had not been consecrated and was therefore sold. Captain Charles Clasby of Nantucket was the buyer of the bell and it is not certain whether he purchased it by order of the Church Council or on personal impulse. The bell was carried to Nantucket with great difficulty in 1812 on the schooner William and Nancy, which was owned by Samuel Cary and captained by Thomas Cary.

It happened that while the schooner was homeward bound, war was declared between Great Britain and the United States (War of 1812). During the entire journey the crew feared a British attack and, although there were several cruisers off the coast of the island when the schooner came to port, it came in direct contact with none of them and therefore deposited its priceless treasure safely at its destination.

The "Lisbon bell" was hidden in the cellar of the store owned by Samuel Cary and was kept there until three years later when the war had finally come to a close. In 1815 subscriptions were started for the payment of the bell and $500 collected.

The bell was first rung on December 18, 1815, on which day a son was born to one of the prominent sea captains. The captain later informed his friends in a rather proud manner, that he had previously arranged to have the bell rung on the happy occasion. The bell is elaborately ornamented. The ornamentation consists of a cross with a nimbus, some unusually difficult scrolls and three lines of lettering; two at the top, and one at the rim of the bell. The translation of the inscription is as follows: "To the good Jesus of the Mountain the devotees of Lisbon direct their prayers, offering Him a complete set of six bells, to call the people and adore Him in His sanctuary (two top lines). Done in Lisbon by Jose Domingues Dacosta in the year 1810."

The bell has a variation of uses. It is rung to denote the hours of 7.00 A. M.—12.00 noon—and again at 9.00 P. M., which is known as curfew time. At these respective hours the old bell strikes 52 times (through custom only). Town-meetings are also called by the ringing of the bell. Billie Clark often passed this old bell on his way to the look-out, to which he went every day to watch for the incoming ships. The bell at one time was used as a fire-alarm.

When the church was first built it had no clock but in 1815 one was installed. The story is told that the South Church in Boston sent word to Nantucket that they had a very fine clock in their tower but had been so unfortunate as to have their bell broken, and asked at what price the Unitarians would sell their prominent bell. The Unitarians of Nantucket replied that they had a very fine bell (with which we all most certainly agree) in their tower and at what price would the Old South agents sell their clock. This to us seems merely like a joke between the two churches because it never amounted to any gain for either party concerned.

The old clock lasted until 1881 and then the congregation started to think about purchasing a new one. However, Mr. William Hadwen Starbuck of New York presented a clock to the town as a gift and this is the clock which is now in the Unitarian belfry and lets us know it is there every hour of every day. The clock is one of the largest sizes made by E. Howard and Company of Boston and is a finely adjusted and handsome piece of machinery. It occupies the same room as the old one, a new floor having been laid to place it upon. The time weight, which is suspended by a wire rope, occupies a box built in front of the tower and the weight of it is 1200 pounds; the ball of the pendulum is 100 pounds. On an iron frame which holds the works is fastened a plate,

bearing the following inscription: "Presented to the Town of Nantucket by William Hadwen Starbuck, 1881."

* * * * *

The dome of the church, which is now very noticeable, was not always gilded, as the older school may recall. In the Nantucket Inquirer of May 28, 1881, a suggestion appeared which read as follows: "Would it not be well if a sufficient sum was raised by subscription, or otherwise, to gild the dome of the tower? It would set off the handsome new clock faces finely." A prominent citizen heeded this suggestion and, as a gift, he had the dome gilded.

Now, when you think of it, the Unitarian Church and its two historical instruments mean much in the daily life of all Nantucketers. The curfew has become a part of the day to us, so that we are unconscious of it ringing but, let the toller once omit it, and every one of us would miss its remarkable silvery tone.

Stone Alley, Nantucket

Orange Street, Nantucket

May 24, 1952

The Lisbon Bell

(In Nantucket's old Watch Tower—1812)

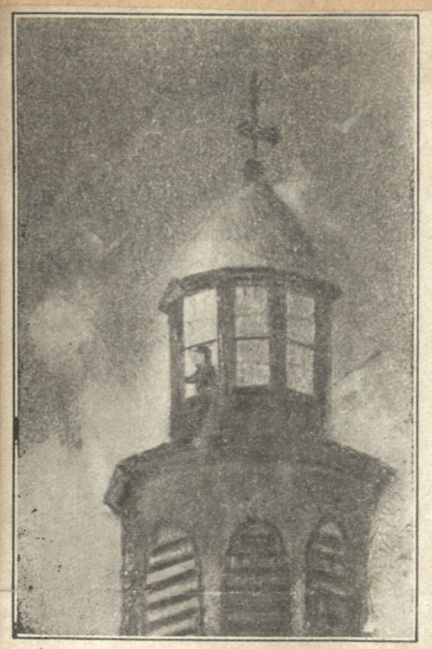
O great bell from Lisbon
Guard well this sea girt land,
Ring out your long sweet carillon—
Wind borne along the sand.
With prayer and peace with us abide—
At morn — at noon — at eventide.
Divinely blessed José's strong hand
That toned and cast your prisoned spell
His song that swings in metal band—
His prayer that sings within a bell
A haunting call to "Come—adore—
Sweet Jesus of the mountain shore."

* *

Ring out great bell in daily power
The centuries have not dimmed your song —
High in Nantucket's gold domed tower
Guard well our lives and keep us strong —
With prayer and peace with us abide —
At morn — at noon — at eventide.

Eleanor Dixon Glidden

Honor the Old South Bell.



Reproduced from an original drawing by the author.

I can ne'er forget thy chime,
Heard long since in childhood's time,
  Nor thy tocsin from the tower, at flash of fire!
Thou hast served our island well,
And we heeded every knell,
  When the "great fire" shot its flaming torches higher!

Not a menace to our town,
Bell of ven'rable renown,
  While the night guards at their post peered thro' the dark;
For they scanned with sleepless eye,
Every wrathful, midnight sky,
  To detect erewhile the semblance of a spark!

Summer night of long ago,
With the moon in silver glow;
  Oh how well I now remember that wild night!
The sad accents of thy tongue
From thy metal heart were wrung;
  And the startled doves, bewildered in their flight,

Seemed arrayed in wings of gold;
Ah, the half can ne'er be told,
  Nor my ears quite hush that conflagration's roar!
Nor that weird wail, hour by hour
While within the fire-fiend's power,
  Our dear Trinity* was burned from roof to floor!

Never fate like that compel
Such surrender, precious bell!
  Nor the lurid flames of Vulcan thee enfold;
Safe inside thy oaken tower,
Still proclaim each passing hour,
  Like a minstrel of Time's choosing, as of old.

But the sentinels are gone.
Who, e'er since when I was born,
  Had stood faithful to protect us while asleep;
I fear much we've done amiss,
Let my prayer henceforth be this:
  To restore night watchmen to thy ancient keep.

Oft I watched them from the street,
While they paced their lonely beat,
  To my child eyes, grim and phantom like they seemed;
But I learned that they were men,
Watchful there, with single ken,
  Thus our townsfolk nightly guarded, slept and dreamed.

Not as then, time-honored bell,
Dost thou waken us to tell
  When the fatal spark may creep on us apace;
In this twentieth century hour,
Comes a new electric power,
  But thy worth in former years 'twill not efface.

Honor to thee, olden bell,
Call to vespers' sacred spell,
  Sweet as Shandon's, ringing by the river Lee;
Long as matin bells shall chime,
Long as souls find voice in rhyme,
  Shall endure our island's gratitude to thee.

ARTHUR ELWELL JENKS.

* Trinity church, a very beautiful edifice in Nantucket, was destroyed in the great fire of 1846.

1881

The Lesson of the Old Town Clock.

BY DR. ARTHUR E. JENKS.

Ladies and Gentlemen:—There stands one in our midst all worthy of our commiseration. Faithfully, through many decades, it has kept its vigils, and served the beck of Time! Worn and weather-beaten, at frequent intervals, it fails to give us any *striking demonstrations* of its former powers. It shands, crossed upon its face, make their mute appeal to us!

OLD TOWN CLOCK,
  Friend of ours!
Has thy true heart ceased to beat
Far above the busy street?
  Fatal shock,—
Bringing silence for the music of the hours!
  For thy pendulum has swung
  Ever since when we were young;
  And thy grand, melodious bell,
  At thy warning, loved to tell
It was noon.
  Then the shadows gathered still,
  On the far-off western hill;
  And thy face, all ruddy bright,
  Bade the day a sweet good-night
    All too soon!

  Ah, thy mellow-throated chime
  In my childhood, was a rhyme
Of the olden, golden hopes of future days;
  Oft thy willing hands are still,
  And thy nerves refuse to thrill
With the rhythm of the whirling wheels of Time!
  Like an old man's work well done,
  Thou, too, faithfully hast run,
In the race of fleeting moments hurrying on;
  Children gaze upon thee now,
  Whose dark, weather beaten brow
Looked down kindly in the day that they were born;
  When the bell within thy tower,
  Rang its gladness for the hour
Fraught with prophecy and light forever gone!
  There's a chime within that bell;
  So the Eastern legends tell,
In the sacred records of old Lisbon town!
  But the Holy Church of Prayer
  Hears it not, and knows nor where
Its sweet tongue is calling Heaven's blessing down!
  Bell the purest I have known,—
  It wakes not its magic tone;
  For 'tis hidden in its rim,†
  And is loyal still to him,—
Its great founder.* It will never chime alone!
  How it loves the clock below!
  For each hour it tells us so;
And shall we forget these minstrels of the Tower?
  Never! Build the clock anew;
  All its lusty youth review,
That henceforth it shall record each shining hour!

  I would sing thy praises here,
  Olden Chronicler, so dear;
  Read the lesson which thy face
  And thy form so plainly tell;
  May our Island have the grace
To remember what the old has done so well:
  All the busy workmen's skill
  Who once placed thee on the hill
Where the Old South looms thro' all the summer haze;
  How each bolt and spring was wrought
  At the forge of honest Thought,
By the faithful of Nantucket's early days:
  Men of iron—men of steel;
  Turning brass and shaping wheel;
  Till complete, yon old clock stood
  Forth in all its hardihood!
  Give these workers rightful praise;
  Let our young learn, in such ways
Timely toil will surely bring its own reward;
  Like the old clock, worn and gray,
  Strike a blow for every day—
Honest work ennobles man, and honors God!

*AO. BOM. JESUS. DO. MONTE. COMPLETAO. SEVS. VOTOS. OS. DEVOTOS. DE. LISBOA. OFFERECENDO. LHE. HVM. JOGO. COMPLETO. DE. SEIS. SINOS. PARA. CHAMAR. OS. POVOS. ADORAL-O. NO. SEV. SANTVARIO.

TRANSLATION.

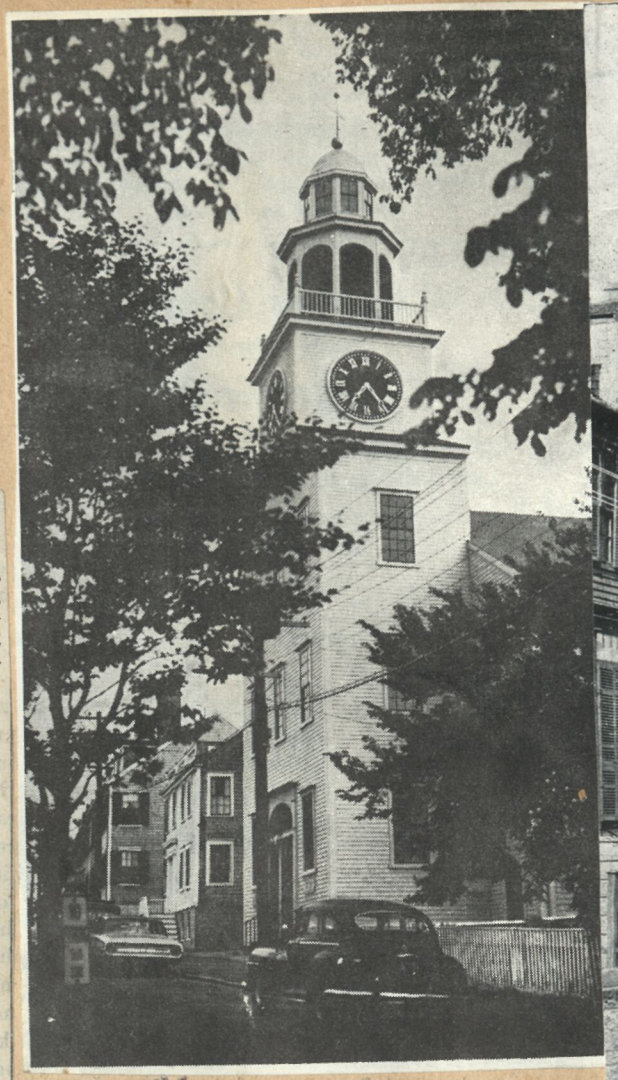
The devout of Lisbon fulfil their vows to the Good Jesus of the Mount by offering Him a complete peal of six bells to call the nations to adore Him in His Sanctuary.

†JOSE DOMINGVES DA COSTA O FEZ EM LISBOA NO ANNO DE 1810.

TRANSLATION.

Joseph the son of Dominic Da Costa made it at Lisbon in the year 1810.

The literal translation of the Portuguese inscription was given by the Very Reverend Father Hughes, of the Order of Portugal, who visited Nantucket in 1877.



Unitarian Church

The Old South clock tower seventy-five years ago Orange Street's cobbled surface is clearly evident in this old photograph.

Inquirer and Mirror.

SATURDAY, APRIL 24, 1886.

Entered at the Post Office as second-class matter.

SUNDAY NOTICES.

North Cong. Church.

Easter service and sermon at 10.45, A. M.; S. School at 2, P. M.; Easter Concert at 7.15, P. M., in the church, given by the Sunday School. All cordially invited.

Baptist Church.

Prayer meeting in the vestry at 10.30, A. M., led by different ones. Sunday School at 2, P. M.

Prayer and Conference meeting in the vestry on Thursday evening at 7.30 o'clock. All are cordially invited.

Unitarian.

Morning, Easter Service.

Evening, Easter Concert by Sunday School. Service will begin at 6.45 o'clock. A collection will be taken for the Sunday School.

St. Paul's Church.

LENTEN SERVICES UNTIL HOLY WEEK.—Sundays, Holy Eucharist, with 5-minute sermon, 7.30, A. M.; second service, 10.45, A. M.; Sunday School, 3, P. M.; evening prayer, 3, P. M.; vespers, with sermon and instruction, 7, P. M. Week Days, morning prayer (except Wednesdays and Fridays) 10 A. M.; evening prayer (daily), 4, P. M.; Holy Eucharist, with address, Wednesdays and Fridays at 10, A. M.; the Litany, with sermons on the "Seven Capital Sins," Wednesdays at 7, P. M., and Fridays, with instruction, at 7, P. M.; lectures to the Confirmation Class, Thursdays, at 7, P. M. A meditation after evening prayer on Saturdays. The Sunday evening sermons on "Aspects of the Cross." Everybody welcome, and all seats free at all services.

REV. G. F. [illegible], Rector.

Methodist Church.

Services as usual. Preaching, by the pastor, Rev. George D. Brightman.

1950 — 25 Years Ago

The Howard Clock Co. sent the Selectmen a proposal to mechanize the manual striking of the Town Clock's bell at 7 a.m., noon and 9 p.m.

For the Inquirer and Mirror.

"THE OLD SPANISH BELL."

MESSRS. EDITORS:—Having been applied to in several instances of late for the history of the "old Spanish bell," as it has been designated by travelling literary writers for magazines, and having been kindly furnished with a correct translation of the inscription on the bell, the purport of which probably gave rise to the mythical account of its having been obtained in some clandestine manner, I think a republication of the true history, with the correction of a matter of date, and the Portuguese Vice-Consul's translation referred to, would be interesting to many of your readers. From the inscription on the bell it appears it was intended for one of six bells for some sanctuary; but not having been consecrated at the time of sale it could be disposed of and another substituted to perfect a chime of six, the desirable number. It is said that bells that have been placed in a sanctuary, and consecrated, can never thereafter be disposed of.

This splendid bell, which is said by travellers to be the finest in the country, was purchased in Lisbon by Capt. Chas. Clasby of this town, in 1812, and brought to this port by Capt. Thomas Cary, in the schooner William and Nancy, a vessel owned by Samuel Cary, Esq., and others. Capt. Cary gave to the writer hereof the following history of the procurement of this bell: He said, "Clasby invited me to go to the foundry with him, and assist in selecting a good toned one. They had in the yard where the bells were a lever for raising them from the ground, when they were about to ascertain their quality or peculiar tone. Well, they applied the lever to one, and struck her; 'that will not answer, said I. Then they raised another, with the same result. When they raised the third one, and struck *her*, 'ah, Clasby, you need look no further; that's the bell you want; she is a beauty, she sounds on B.' 'Well, sir,' remarked the gentleman of the foundry, 'we consider that to be the sweetest-toned bell that we have in our yard.' "

Capt. Cary had ears that *paired precisely*, which enabled him to discover the slightest discord in what was intended for musical harmony; and well do I remember, when seated near him, as I occasionally was, in church, in the "olden time," how charmed I was with the melody of his voice during the congregational singing, which was much practiced in that day, and as I think, might have been profitably continued.

While in Lisbon, Capt. Cary said they heard of the declaration of war with Great Britain, and on the passage home they were spoken by a British sloop-of-war, which had been at sea some time, and was not aware that war had been declared. The commander asked Capt. Cary the news, but Capt. C. said he took especial good care not to tell him *all* he knew.

The bell was landed here and placed in the store cellar of Samuel Cary, where it remained till 1815, when it was purchased and placed in the tower where the present one now stands. About $500 was given for the bell; the society paid about $350, and the balance was raised by subscription. Some Friends subscribed. Obed Mitchell gave liberally, saying, "Friends did not use bells for religious purposes, but as they were very useful in giving fire alarms, &c., he would assist in the purchase." Some little time after the bell had been in use, the *sound* of its mellow tones had reached the "Hub of the Universe," and so bewitching were the musical vibrations of this queenly bell(e) of Nantucket, to many of the good people of the renowned "City of Notions," that the agents of the Old South Church negotiated with the agents of the Unitarian Church, saying, that they had a very fine clock in their tower, that they had been so unfortunate as to have their bell broken, and wished to know at what price this bell could be procured. The agents of the Unitarian Church replied that they had a very fine bell in their tower, and would like to be informed at what price the Old South Society would sell their clock. The bell weighs 1575 pounds; the Boston gentlemen offered $1 a pound for it, and finding they could not get it at any rate, they asked where it came from, and having ascertained its history, sent to Lisbon, to the same foundry, and procured that which they now have, which is a remarkable good one. This bell of ours was rung the *first time* on the 28th of December, 1815. On that day was born the first child of one of Nantucket's most humorsome sons, who was at sea. On his return he said he gave directions before sailing to have that bell put into the South Tower, and rung on the joyous occasion. All who remember Capt. E. will perfectly understand this last incident.

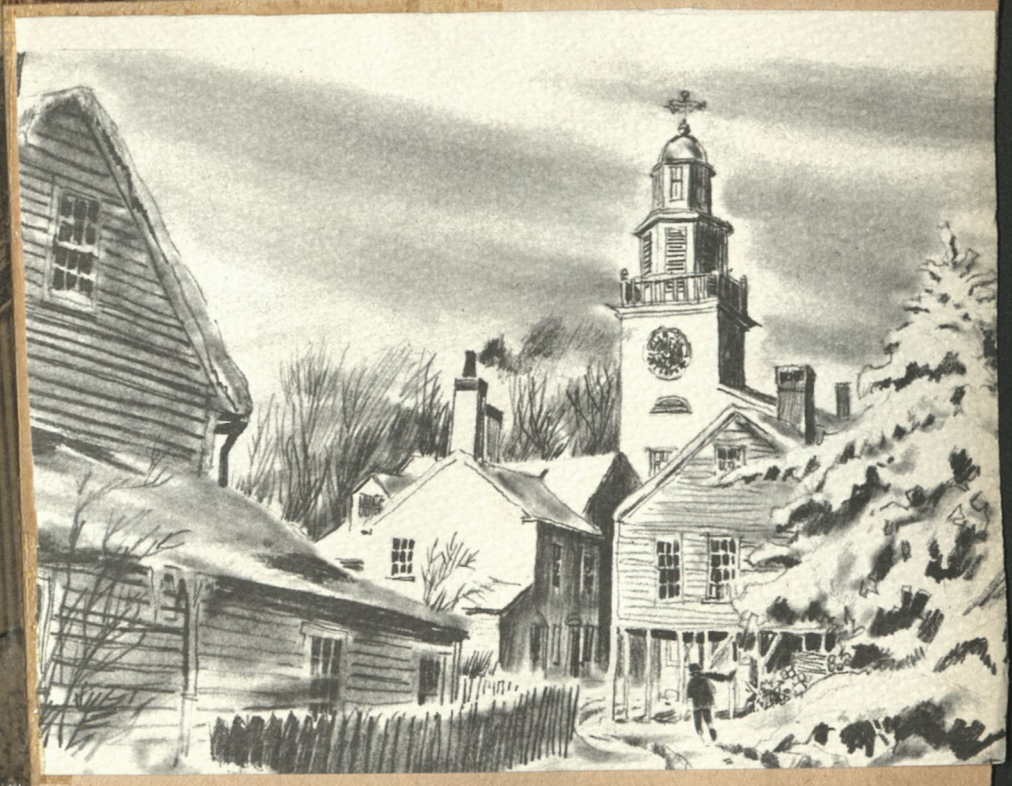
Nantucket's Town Clock

Curfew rings at 9 P.M.
Clock strikes 52 times
at 7 AM - 12 Noon - 9 PM curfew

UNITARIAN CHURCH
(pictured at the left)

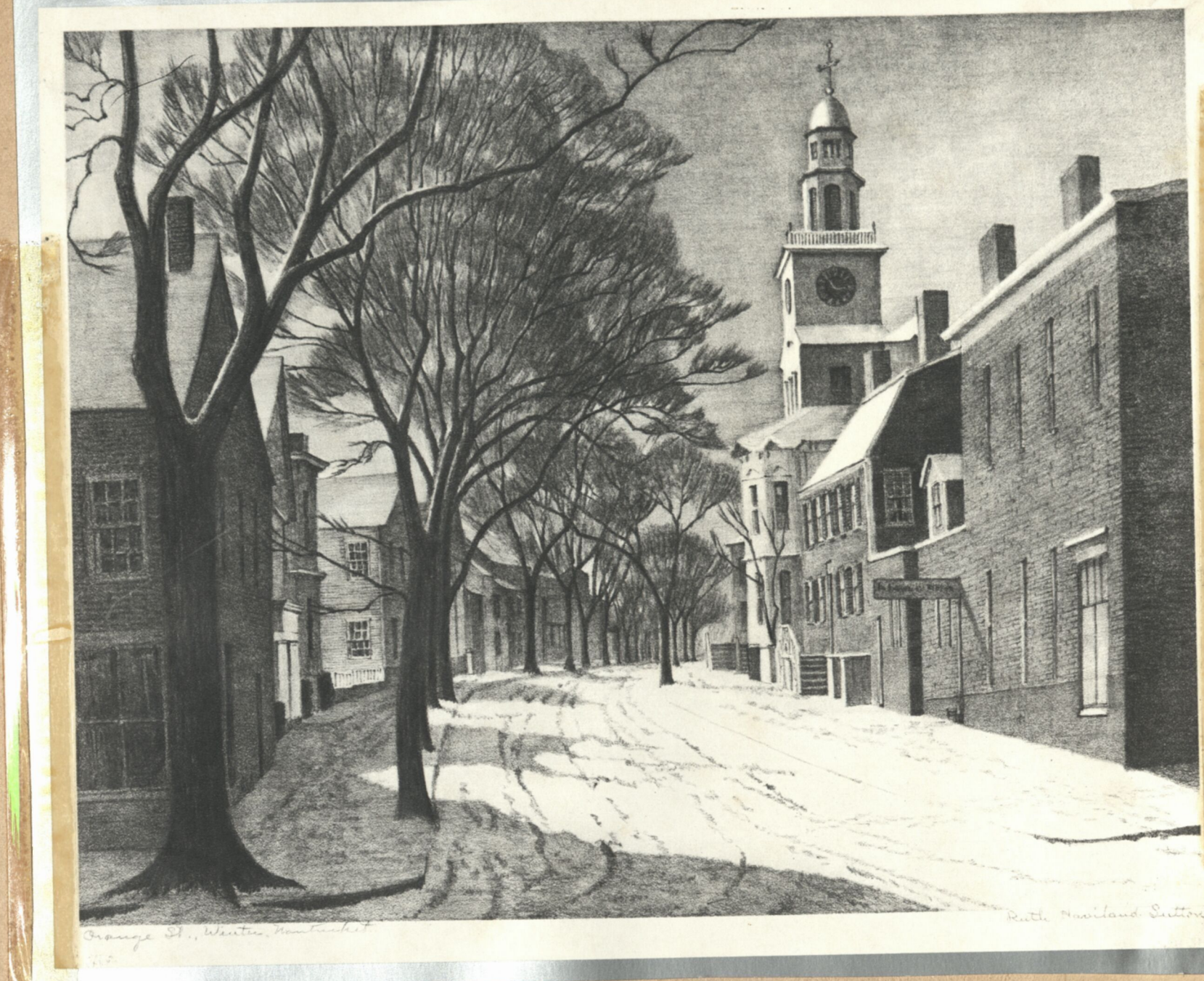
The Unitarian Church on the west side of Orange Street opposite Stone Alley is used not only as a place of worship but for concerts and lectures because of the excellence of the acoustics in the large domed meeting room upstairs. The church, with its golden dome and clock tower, dominates the skyline of the Town. The original bell came from Portugal in 1812. The present clock was a gift to the town by William Hadwen Starbuck in 1881 and was run by weights until electrified in 1957. The tower served as a fire watch until 1907 when an automatic fire alarm was installed. Two watchmen took turns as lookouts and, when a blaze was sighted, the watchman would signal by waving a lantern in the general direction and ringing a bell.

The last Town Crier, Billy Clark, climbed the tower every morning until his death in 1909 to get a first glimpse of the incoming steamer through his spy glass. When he saw it, he thrust his tin horn through the slats of the belfry and blew several toots to each point of the compass. He also climbed up at dawn after heavy storms to scan the horizon for shipwrecks or vessels in trouble. Unusual interior decorations are the paintings of panels and collonades so beautifully executed that they appear to be in the round instead of flat. They were the work of Carl Wendte, an Italian artist, who also decorated the Treasury Building in Washington.



Originally Gunter's Alley (Stone Alley)

The South Tower on Orange Street atop the Unitarian Universalist Church houses the town clock, first set in motion on May 28, 1881, the gift of William Hadwen Starbuck. In the belfrey hangs the Portuguese bell, placed there in 1815, having been purchased in Lisbon. Three times each day it sounds 52 strokes — at 7 a.m., 12 noon and 9 p.m., the latter being curfew. The bell ringer no longer tugs on the long bell rope as the electric system has taken over this function as well as that of the clock works.



Orange Street in Winter

Formerly known as "Street of Captains" -
At right is office of "Inquirer and Mirror" -
At times street is closed to allow children to slide "down hill" -

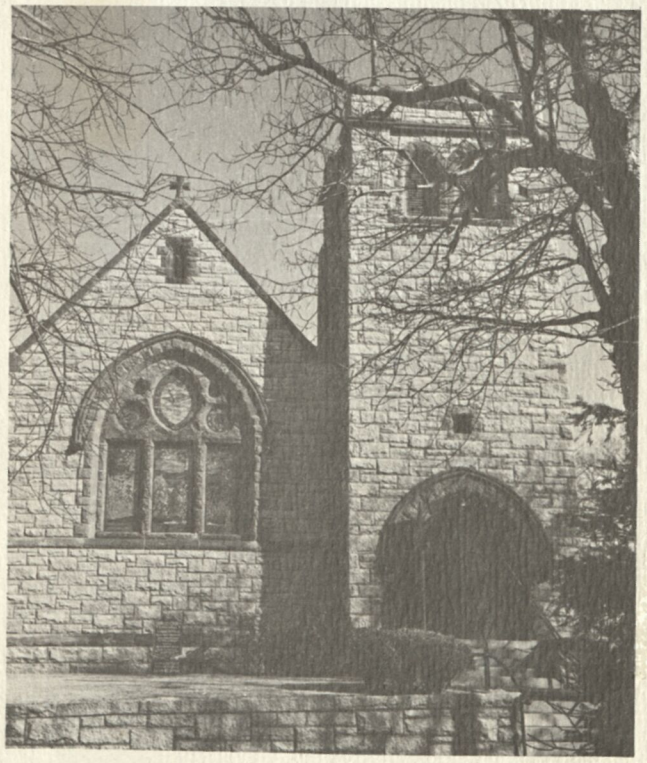
1971

To all who recognize the incalculable values of traditions, the Old South Tower and its sweet-toned bell represent one of Nantucket's priceless assets. To demonstrate our gratitude to the Unitarian Church for its guardianship, the financial support of its efforts is an effective means. The more people become involved in gifts to the restoration fund the more in keeping with Island customs the campaign becomes. That is why what may seem a token contribution will serve as an answer to the need, as it brings all to a community cause that is truly a common and significant one.

Stamp sold to raise money for the fund to repair the tower and gold leaf the dome.

THE EPISCOPAL CHURCH
ON
NANTUCKET ISLAND

1838-1839	A Mission Church. Services were held in Broad Street Hall.
1839-1846	Trinity Church—Broad Street. During this period the Church was served by three Rectors and three Ministers-in-charge. This church building was destroyed in the Great Fire.
1846-1850	St. Paul's Church. Services were held temporarily in the Vestry of Old North Congregational Church during construction of a new building.
1850-1901	St. Paul's Church—Fair Street. A new church building was begun on this site in 1901.
1901-1903	St. Paul's Church. Services were held temporarily in the Hussey Block on Main Street. During the period 1846—1903 the Church was served by fourteen Rectors.
1903-1970	St. Paul's Church, Fair Street on the site of the former building. During this period the Church has been served by eleven Rectors.



SAINT PAUL'S EPISCOPAL CHURCH
Nantucket Island

A NEW CHURCH.—We understand that a piece of land on Fair Street, next south of the residence of the late Barker Burnell, has been purchased as a site for an Episcopalian Church, which will be erected upon it in the course of a few months. Nov 5 1847

Congregational Steeple as seen from Lily Street.

Hydrangea Sunday at the Methodist Church 1974

Hydrangea Sunday, this Sunday, July 28, at the Methodist Church will commemorate the 175th anniversary of Methodism on Nantucket. The Rev. Albert S. Anderson will officate at the 10:45 a.m. service.

Methodism on Nantucket traces its origin to the year George Washington left the presidency in 1796. Jesse Lee, a great pioneering Methodist, came to the island in April, 1797, and preached sixteen sermons in eighteen days. The following year the Rev. Joseph Snelling came from Martha's Vineyard and held open air meetings on Mill Hill. The Rev. Snelling was followed by Rev. William Beauchamp who organized the first Methodist Society on July 25, 1799 with nineteen charter members. Several months later, January 1, 1800, he deciated the first Methodist Episcopal Church on Fair Street.

Increasing membership during the succeeding years made the erection of a new building imperative. According, the present building was erected in 1823,

July 28, 1974

The "Mission School" on Lower Orange Street.

Coffin School

How Admiral Coffin Happened to Start the Coffin School.

Following the interesting article by Miss Elizabeth R. Coffin in our last issue, and in line with the history of the Coffin School, some further facts relative to the establishment of that institution by Admiral Sir Isaac Coffin may be of interest. Samuel H. Jenks, editor of the Nantucket Inquirer, was directly instrumental in influencing Sir Isaac to found this school on Nantucket, and in 1872 Mr. Jenks published, by request, his story of his experiences with the Admiral, which we reprint herewith:

"I received yesterday your note of 1st inst., which has opened before me an area of reminiscences that would take me a long time to perambulate. As is usual when dwelling on past events, one remembers more vividly his own part in the panorama of life, I may be led into egotistical details while endeavoring to recall the facts to which you ask my attention; and you must excuse this feature of my reply, for the reason that the subject of your inquiry involves my own action, equally I think with that of Admiral Sir Isaac Coffin. The historical sketch that I shall offer must be taken as from memory, and not as from authorized record.

In April, 1817, I visited Nantucket for a sad and sacred purpose; remained a year; returned to this my native place; and in 1819 was induced to adopt Nantucket, as the future residence of myself and of my two motherless children. Educated as I had been under the free school system of Boston—a system made universal (with only one exception) throughout the State, by long standing and positive legal requirement, I was astounded and grieved to find that Nantucket with a population of some 10,000, should have taken advantage of her necessarily tolerated exemption from certain other burdens, to set at naught the laws requiring every town to furnish instruction, without cost to children of all classes.

I sought to arouse that people, through newspapers (such as they were) and at town meetings, to a sense of their duty, and of their legal liabilities. I met with repeated rebuffs in the old town hall. Some of the primitives said they had already "good enough" schools (meaning the charity schools). Others, the Friends, declared they had schools of their own, and would not mingle their children with those of the world's people. Others again like our friend Jethro M., ridiculed my motion for an appropriation for public schools, by denouncing it as a "Boston notion." I was voted down thrice, as an officious, intermeddling "stranger and coof."

In my consequent indignation, I succeeded in causing the town to be indicted for a long protracted and gross violation of the Statutes of the Commonwealth. Before the trial was to have commenced, the Selectmen promised that if I should obtain a withdrawal of the suits, ample provision in the premises would be made. I did so; a small sum was voted. It served for a beginning; and thus originated the now excellent school system of Nantucket.

This is but a sort of preface to my answer to your inquiry; but it is, as you will perceive, intimately connected with the subject. It was during this contest between the town authorities and my humble and despised self that Sir Isaac Coffin arrived. Much of his time was passed with my good father-in-law, Hon. William Coffin; and there I became intimate with the Admiral.

I took the gouty old hero in a chaise to Siasconset (as I had before done with the negro Prince Saunders). On the way he disclosed to me the object of his visit: It was, he said, having no immediate heirs, to "do something to cause his name to be remembered." "Should he build a church?" he asked, or raise a great monument, or purchase a ship for the town's benefit?" etc.

Full of enthusiasm and zeal with which I had so long been excited on the subject of schools, a thought at once struck me. "If you raise a monument, Sir Isaac," I said, "it will not be looked at by more than a hundred people once a year; if you build a church, as you are an Episcopalian, it will neither be supported nor attended, for there is scarcely one besides myself of that order in the place; and as to the purchase of a vessel, if done at all, it should be for the purpose of nautical instruction. The best thing you can do—the deed that will make you forever remembered—is to establish and endow a free school (thereby shaming the town). You will thus benefit your numerous kinsfolk, and their grateful posterity, while you effectually perpetuate your name."

He at once adopted the suggestion, entered upon the preliminary details, and I felt avenged in the matter of my struggles with the town. A subsequent consultation by the Admiral with my father Coffin, led to the idea, at the instance of the former, of the payment of a fee of (I think) $2.50 per quarter, for various plausible reasons, afterwards stated to me by the Admiral. One was highly characteristic. "Egad," said he, "what costs nothing is never valuable."

I did not object, for as the public (Town) school system was about to be triumphantly inaugurated, I was a little jealous of competition. Father Coffin, a great antiquarian, and a most indefatigable genealogist, had gathered, by vast and persevering labor, the family statistics of every household in Nantucket.

He found by the voluminous record that I now have before me, that there were in 1820, between 500 and 600 children between the ages of 7 and 14; and that not more than one or two families existed that could not trace a lineal or collateral relationship to the celebrated patriarch Tristram. The number of children increased greatly by the time the school commenced.

The periodical or permanent regulation of the entrance fee, I believe was definitely left to the Trustees, and they may have made changes, probably by authority, from time to time. It was the Admiral's original determination that the Board of Trustees should all bear the name of Coffin, both then and thereafter. This was the case for some years; but this design has, perhaps necessarily, been departed from.

This is a very imperfect, though too prolix a response to your letter; and you must excuse this hasty transcript from the tablets of a somewhat distracted memory, obscured so often and so long, by the darkest clouds of adversity. I have written this "under difficulties" even, and know not that you can decipher it; but I no longer take pride in my chirography. I remain, as ever,

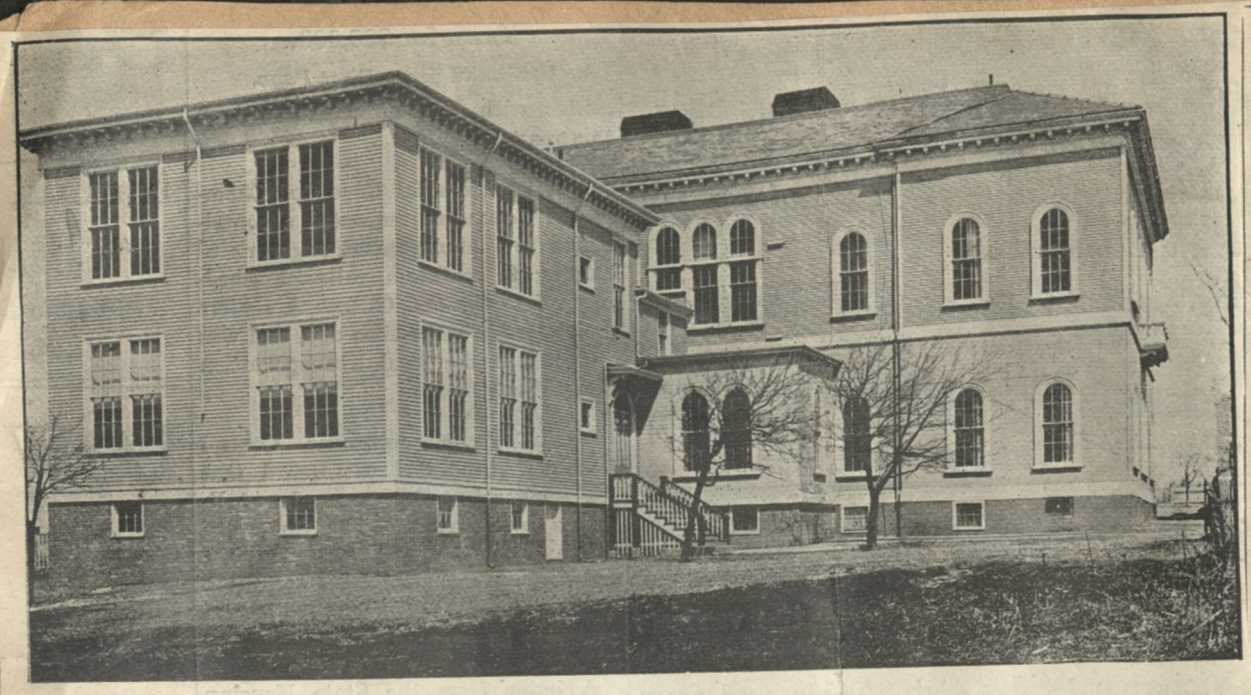
Yours, sincerely,

Samuel H. Jenks.

Afterthought.—Among his remarks, Sir Isaac expressed his wish that the school should be for imparting a plain, but thorough education, such as would fit children to become men and women able to perform understandingly the substantial duties of life. He wanted very little or nothing to be done by way of ornament; and when, subsequently, higher branches were introduced, many people declared it a departure from the original intent. The amount of funds invested I do not now recollect.

Front of the "Coffin School," now the Vocational School. By the terms of the trust set up in the will of Rear Admiral William Mayhew Folger, this building is to be the architectural model for the new museum building of the Nantucket Historical Association.

MEETING OF THE CENT SCHOOL



THE OLD ACADEMY HILL SCHOOL BUILDING BEFORE IT WAS TAKEN DOWN 20 YEARS AGO.
The original high school was erected in 1856, and altered in 1904, with its south wing being added in 1914.

Old Academy Hill School Torn Down Twenty Years Ago.

The Committee on the proposed construction of a gymnasium-auditorium made the first official announcement of its plan last week. Since then there have arisen questions of one phase or another all in regard to school matters. One of these concerned the type of building contemplated, another the general idea of moving the high school to the Cyrus Peirce school, where the proposed new unit is planned, and so on.

"Just how long has the present building been built?" was one question, and "Was the high school always there?" was another.

In regard to the first, the new brick building on Academy Hill was constructed in 1929, with the cornerstone being laid on January 26, of that year, and the building opening with the fall sesson of the schools in that same year.

The old Academy Hill building—so fondly recalled by those fortunate enough to have attended high school there—was torn down just twenty ago. The last vistage of the wooden structure was gone by the second week in December, 1928, and the hill presented a barren appearance, with foundation walls alone remaining in part.

* * * * *

It was on another December day—72 years before—that this fine, old building was dedicated. On Dec. 2, 1856, the first high school building was turned over to the school authorties, having been completed by the firm of Easton & Thompson at a cost of $20,000. A. B. Whipple, who was the third Principal of the high school in the island's history, was in charge of the building.

During the next half century, the structure served the needs of the community to the satisfaction of the teachers and parents. In 1904, certain alterations were made at a cost of $10,700.00.

In 1914, a large addition was made to the south side of the building, and the first two grades were installed in the lower floor, with the 9th grade, a hallway and a high school recitation room on the second floor.

When the agitation to build the present Academy Hill school began in 1927, there was a difference of opinion in regard to the site. One group felt the old site was too small for the growing needs of the school, and suggested raising the new structure in a suitable location on the outskirts of the town.

Another group felt that the new building should occupy the old site, continuing the traditional use of Academy Hill. The town meeting of the next year voted to tear down the old building and erect the new one on the old site.

Oddly enough, the name of the hill did not originate with the school of the name. Instead, the name came from The Academy, a private school which stood to the north of the present school, on the south side of the west end of Academy Lane, which was named for the old institution for learning. The Academy was in existence as early as 1800, but was sold in 1818 to the First Congregational Church.

It is probable that when Nantucket High School was established in 1838, The Academy was utilized for the important purpose. Cyrus Peirce was the first principal, serving eighteen months, when he left to become the Principal of the first Normal School in America, at Lexington, Mass., in 1840. Peirce was succeeded by Augustus Morse and then by A. B. Whipple, who was in charge of the High School when the original building was built on the hill in 1856. Messrs. Peirce, Morse and Whipple gave Nantucket High a high type of scholarship, as did Principal Dame, who succeeded Whipple.

* * * * *

The first High School opened in April, 1838, with an enrollment of 59 pupils. Cyrus Peirce, the Principal, had maintained private schools here for a number of years previous, and had been selected for the important post by a school committee. The public school system on Nantucket dates from 1827, the same year which saw the establishment of the Coffin School.

At the same time of the erection of the first High School on Academy Hill in 1856 there were 129 pupils in the High School, with a total enrollment of 536 in the schools, which included the South Grammar and the West Grammar schools. The Orange Street school house, built in 1831, was sold by the Town in 1931. The West Grammar was discontinued and converted into a shoe factory, being destroyed by fire in 1873.

NANTUCKET'S FIRST HIGH SCHOOL—BUILT IN 1856.
An Old Wood-cut Picture of the High School Building.

THE PRESENT ACADEMY HILL SCHOOL, BUILT AND DEDICATED IN 1929, IS CONSTRUCTED OF BRICK, CONCRETE AND STEEL.
Due to the lack of space in the yards, the committee on the proposed new gymnasium and auditorium suggest that the new building be placed at Cyrus Peirce School. This plan would move the high school to Cyrus Peirce, and leave Academy Hill for the junior high and the six lower grades.

FROM 1881 TO 1917 NANTUCKET OWNED A RAILROAD

By Harry B. Turner

from "One Hundred Years on Nantucket" published in 1921 by The Inquirer and Mirror

For thirty-six years Nantucket actually owned a railroad, but now it is only a memory. From 1881 to 1917 inclusive a little narrow-gauge line was operated across the Island and then the track and train went to the junk-heap, giving place to a more modern method of transportation — the automobile.

It was in 1881 that the scheme of constructing a railroad between the town and Surfside took tangible form and a company was formed to finance the undertaking, through the efforts of Philip H. Folger. The "Surfside boom" was then on and great promise was held for that section as a mecca for summer tourists.

The first sleeper was laid in the construction of the road on May 13 and the first train was run on the 4th of July. To William D. Clark, the old town crier, was accorded the honor of driving the first spike. For several years thereafter "Dionis" did a big business.

Surfside was booming. The Coffin Reunion was held there in August of 1881, about a month after the railroad service was established, and the "open" cars carried many of the descendants of the illustrious "Tristram" out to the South shore for their reunion and clam-bake. It was in memory of "Tristram" Coffin's good wife "Dionis" that the little engine was given her name and the letters stood forth in gilt on each side of her tender.

In 1882 the Surfside boom was at its height and the highway leading there (known as Atlantic Avenue) was widened that year. In 1883 the "Riverside Hotel" was removed from its site on the Providence river and brought to Nantucket and erected at Surfside as the "Surfside Hotel". It was formally opened to the public on the 4th of July.

The island railroad boomed and in August the village of 'Sconset held a big illumination. The "Surfside Hotel" at the south shore and the "Nantucket Hotel" on Brant Point were employing rival bands that season and their "hops" were largely attended.

But old "Dionis" had been having her troubles. The seas were at that period cutting into the bank at the south shore and in 1883 the heaviest surf known at Nantucket for years pounded its way into the bluff on August 29th — almost at the height of the season. The railroad line was threatened, but the storm subsided before the road-bed was reached and all went well until 1887, when it was found necessary to move the track in from the edge of the bluff. And the next year another heavy storm came in November and the railroad line was washed into the surf.

Twice the track was moved inward after it was first laid. Finally, in 1893, another August storm came and a long stretch of the road-bed at Nobadeer was washed into the surf.

Realizing that it was unwise to continue to battle against the forces of nature and endeavor to maintain the road-bed along the edge of the south shore, in 1895 the promoters of the line rebuilt the railroad by a shorter route to 'Sconset and Surfside was abandoned, the interests and energies of the line centering upon the development of the village of 'Sconset. The Surfside "boom" had vanished in the air, and the hotel had long since been closed, the building gradually falling into decay until its complete collapse came in November, 1899.

During its career the Nantucket Railroad had passed through many ownerships, none of which ever became rich out of the investment. In fact, there was one year (1906) when the railroad "took a rest" and the whistle of the little locomotive was not heard once during the season.

The island missed its cheery sound, however, and 'Sconset suffered from its inactivity, for a stage coach was the principal means of transportation between the town and the village that season, and it was very unsatisfactory. Delmot L. Weeks, who had been manager of the road for several seasons, announced that the company which he represented was "ready to sell out."

And then "the Macy syndicate" came to the relief. Nantucket blood (not the Coffins — but the Macys) became interested and finally secured the aid of New York capitalists and bought the line. The late Cromwell G. Macy was president of the new company and Thomas G. Macy general manager, and they planned to discard the familiar little train for a more modern conveyance known as a "gasoline motor-car".

A little car which soon became known as "The Bug" was placed in service, with the intention of establishing an "all-the-year" line. "The Bug" could accommodate but six or eight passengers, yet it possessed a "trailer" upon which trunks could be piled, and the outfit was known as "The Bug and the Bird-cage." Although crude in its appearance and operation, "The Bug" could skim over the rails faster than "Dionis" ever went and on the 29th of November, 1907, it made a trip out to 'Sconset in 19 minutes. The "Bug" finally became unruly and squashed herself to death.

The next year (1908) the promised "gasoline motor-car" was placed in service. It could accommodate some thirty passengers, but its vibration was so intense that the trip could not be made in comfort. The scheme was not a success, so the motor-car was shipped back to the mainland again the next October.

The next year (1909) the reconstruction of the road-bed was commenced and a new line of track was laid. Another locomotive had in the meantime been brought to the island, purchased from the Revere Beach line, to take the place of old "Dionis", and it was this outfit (the third of Nantucket's locomotives) which "turned turtle" down on the south beach on the 23d of July, 1909. No one was injured, however, so the locomotive was righted again and did service several years longer.

In 1910, the new rolling stock was brought to the island and the old outfit discarded. The new stock included locomotive, passenger and baggage car — all built especially for the Nantucket line. It was a gala day for the islanders when the new train went out to 'Sconset over the new road-bed on the 7th day of June in that year. Heretofore about everything the line had possessed was brought here "second-hand", but this outfit was brand new, and the islanders rejoiced in the fact.

And then came another change in ownership and management, but New York capitalists still retained control.

The line did business each season, but it was a losing venture and finally, in 1917, the owners decided to junk the entire outfit, the market price of scrap iron being at a high mark, due to the war. The rails and track were soon torn up and the iron shipped to the mainland, along with the engine and its cars.

And thus closes the story of Nantucket's unique little railroad, born in 1881, died in 1917. It was not strange that, with 'Sconset thus cut off from regular communication with the mother town, the movement to admit automobiles received such strong support, so when the little railroad passed on, the voters of Nantucket put aside their prejudices and, in May, 1918, voted to let down the bars and admit automobiles. But "Dionis" and her little train will long be remembered.

Photo courtesy Mrs. David Gray

ORIGINAL TERMINAL ON STEAMBOAT WHARF — CATBOAT MASTS IN THE BACKGROUND

Photo courtesy Mrs. David Gray

TURNING INTO EASY STREET FROM STEAMBOAT WHARF — BRANT POINT IN THE BACKGROUND

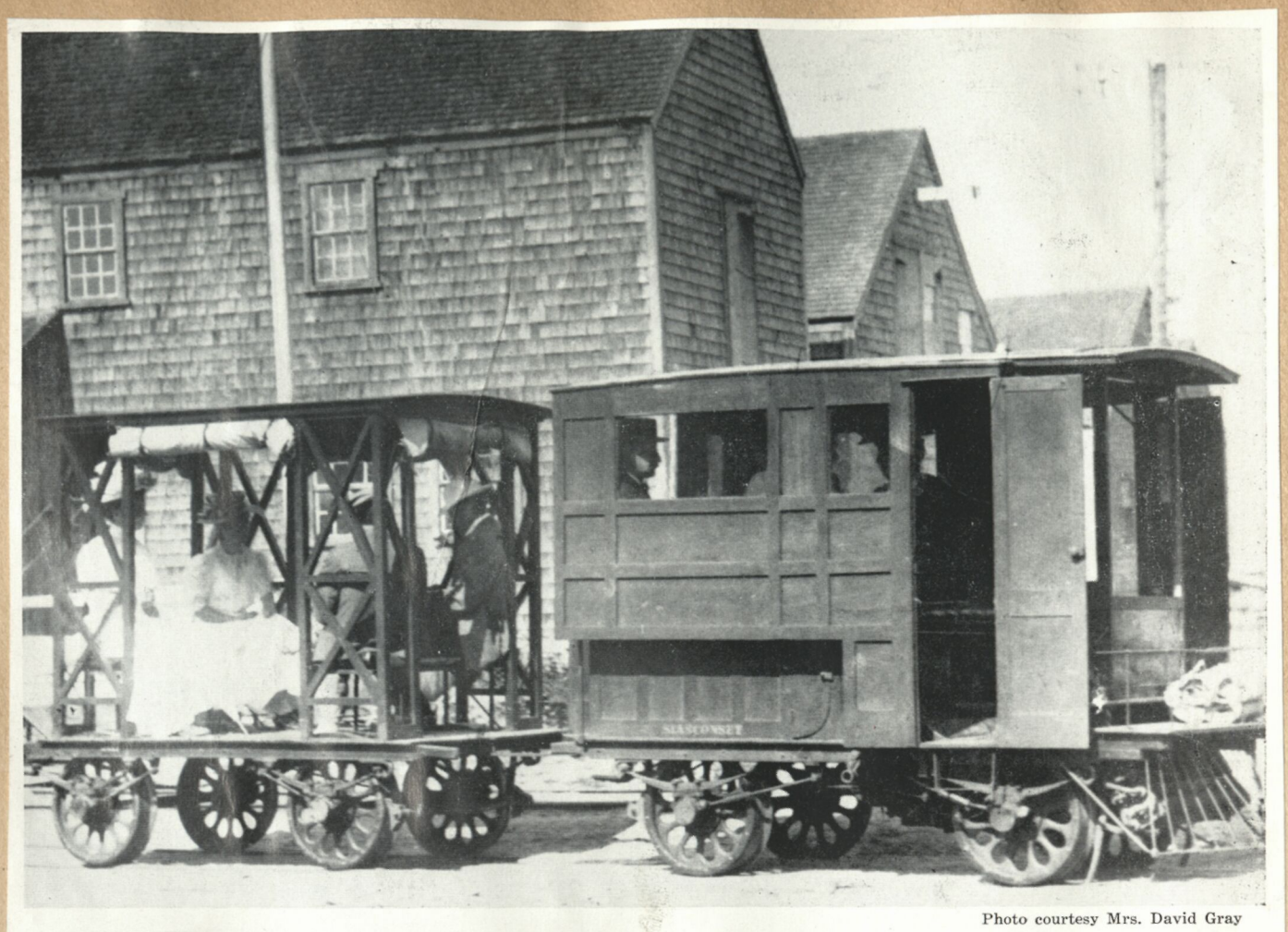


Photo courtesy Mrs. David Gray

"DOODLEBUG" ON EASY STREET AT THE HEAD OF OLD NORTH WHARF

Photo courtesy Mrs. David Gray

CHANGING DIRECTIONS AT THE FOOT OF MAIN AND EASY STREET EXTENSION

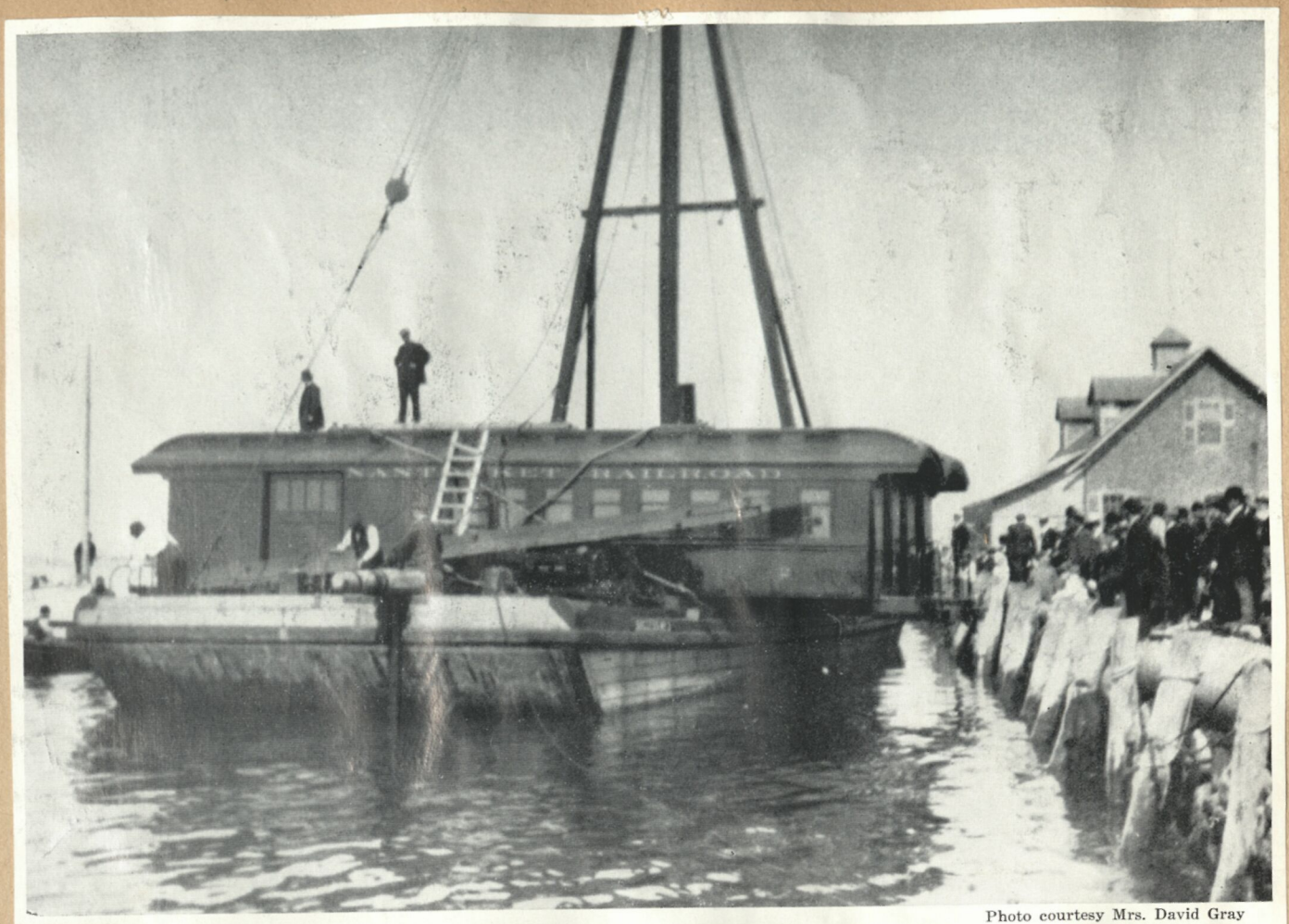


Photo courtesy Mrs. David Gray

UNLOADING NEW EQUIPMENT ON COMMERCIAL WHARF

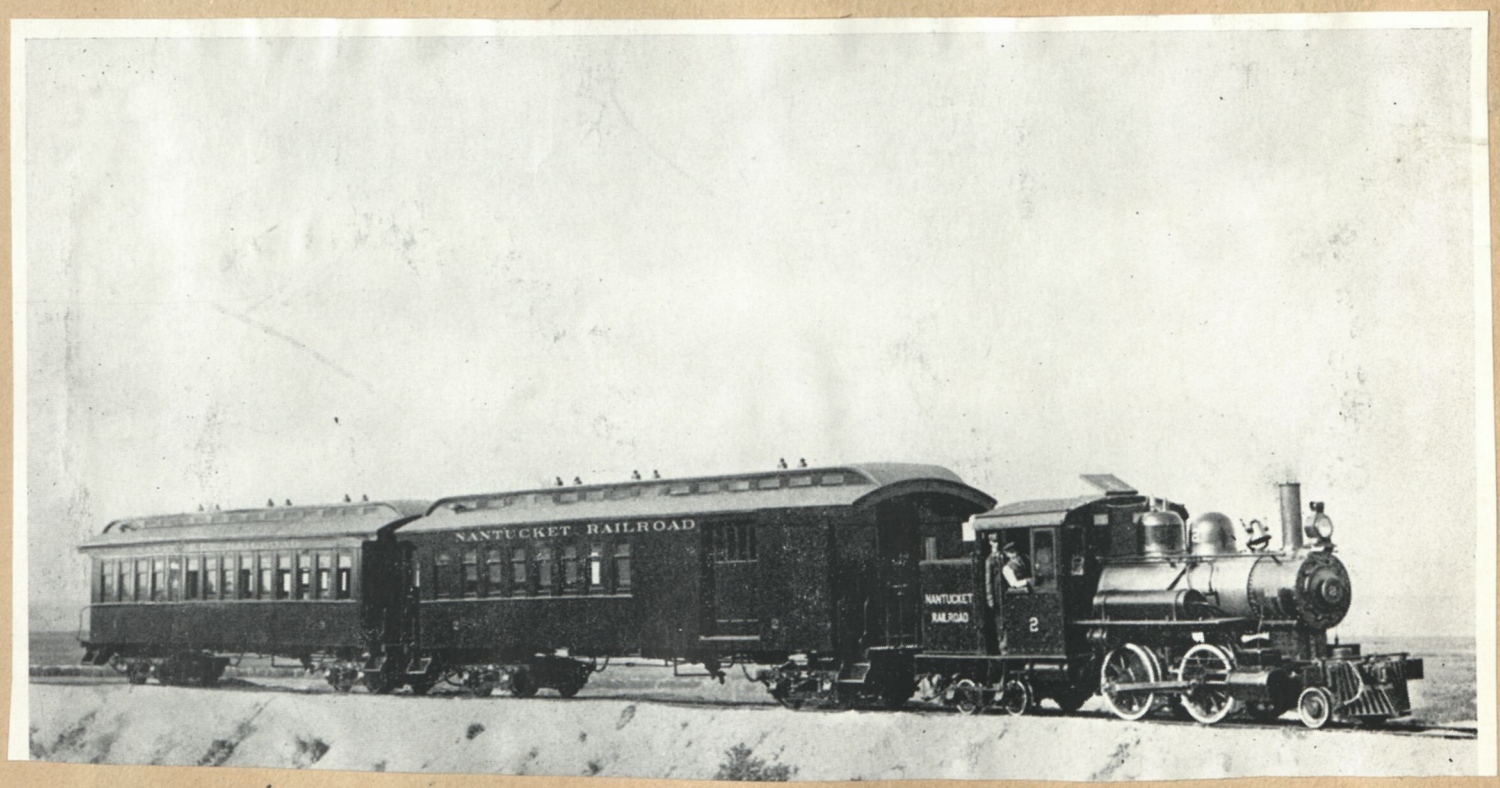


Photo courtesy Mrs. David Gray

COALING UP, FOOT OF MAIN STREET

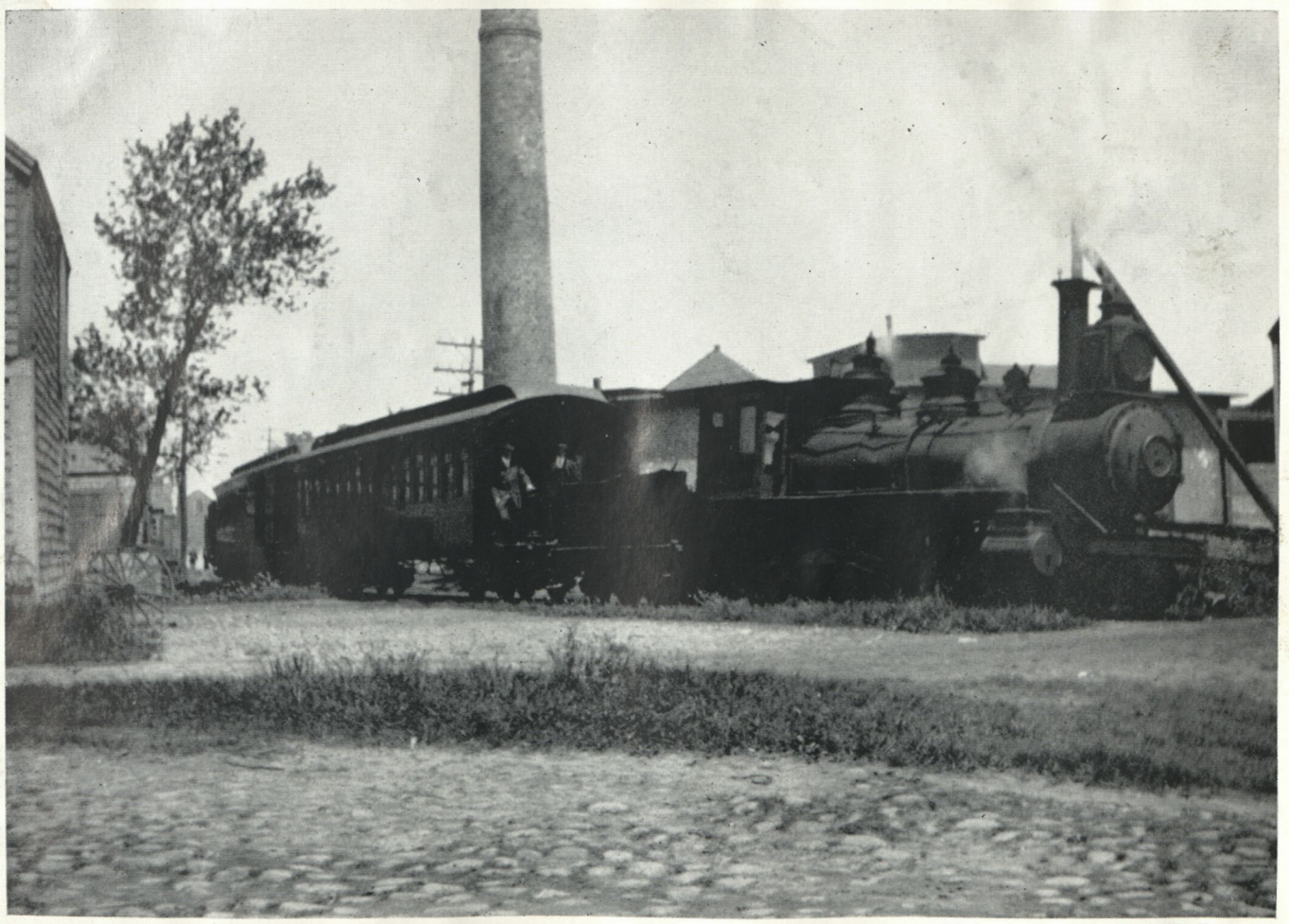


Photo courtesy Mrs. Harry B. Turner

HEADING FOR 'SCONSET ON WASHINGTON STREET, NEAR HEAD OF COMMERCIAL WHARF

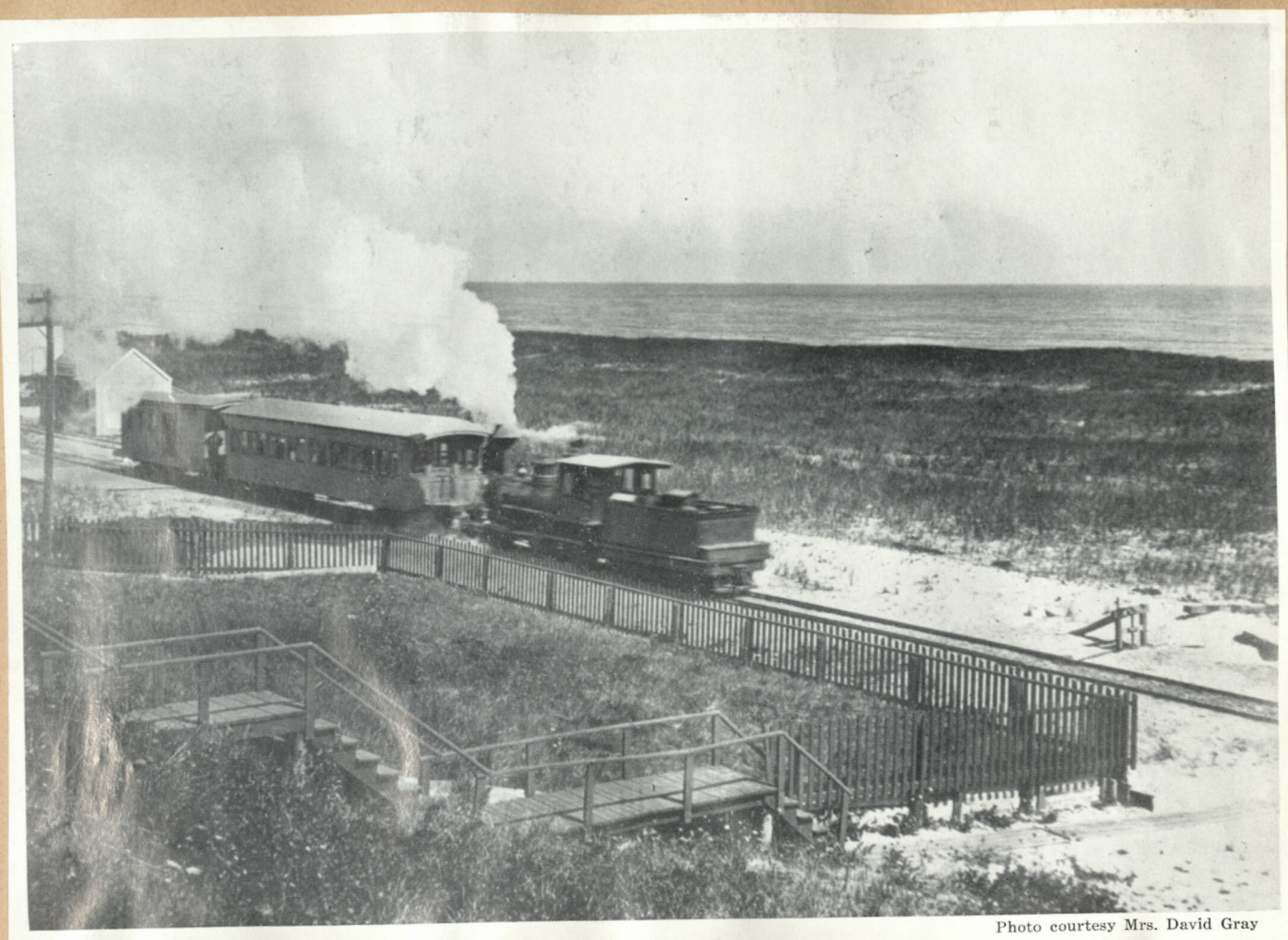


Photo courtesy Mrs. David Gray

UNDER THE 'SCONSET BANK

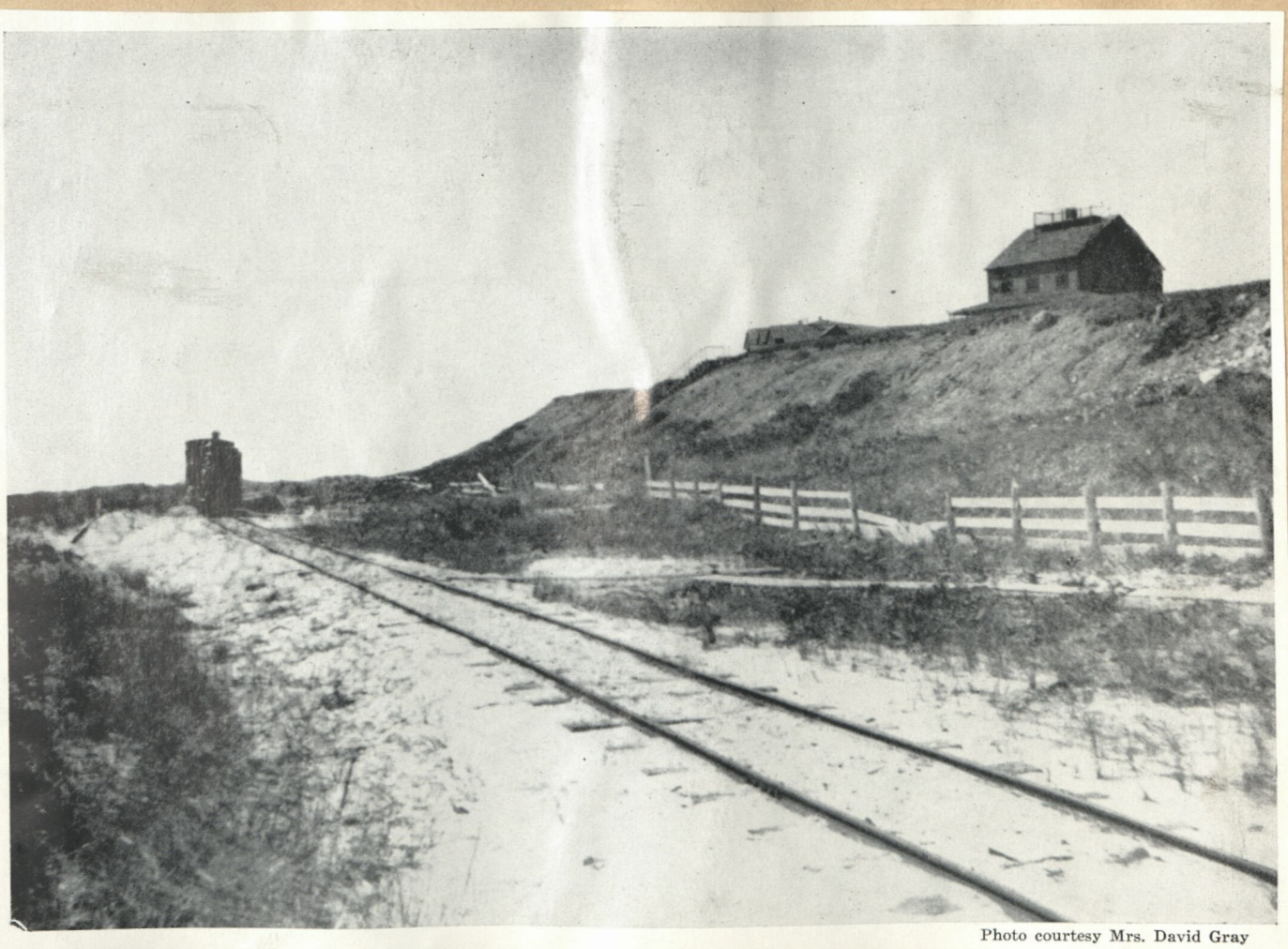


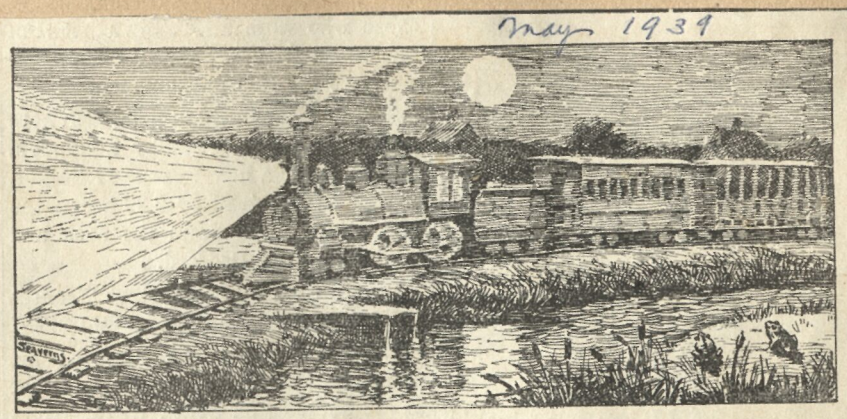
Photo courtesy Mrs. David Gray

COMING FROM LOW BEACH, HEADED FOR THE 'SCONSET STATION

Photo courtesy of Mrs. Fred Allen

'SCONSET TERMINAL

May 1939



Lament For a Favorite Locomotive.

Tune: *"The Harp That Once Through Tara's Halls."*

O, where is dear Dionis now
And all her festive train?
The headlights on her iron brow
We seek, alas, in vain!
In rows the silent sleepers lie,
No warning toot they hear,
Nor tremble, as she rushes by
The hills of Nobadeer.

To "'Sconset" her beloved mate,
She loaned a rib or two,
A valve, a piston and a grate,
Which left her feeling blue.
Old "'Sconset" hobbled out one morn,
And never home came he;
Said poor Dionis, lone and lorn,
"Life hath no charms for me."

Next morning like a lightning flash
She scuttled out of town;
At Nobadeer with one fell splash
She to the deep went down.

They said she only sought to cool
The fever in her blood,
And mistook for a wayside pool
The ocean's raging flood.

Those dulcet strains we loved to hear
Along the Goose-pond shore
Are silent now—alas, we fear
Forever—evermore!
Oh, cruel irony of fate
That such a road may rust,
And all the frogs may hibernate
Beneath the drifted dust!

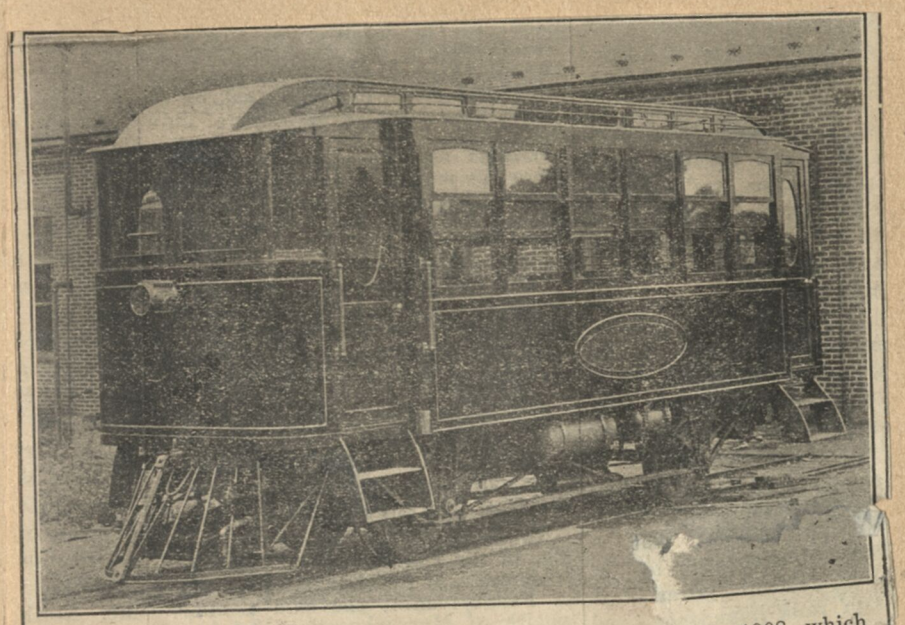
O, flagman by the Goose-pond shore
Your banner waves in vain;
For you shall greet, O, nevermore,
Dionis and her train!
Be yours a heartfelt sympathy
For strangers at our gate
Who in the station mournfully
With season tickets wait!

Still oft on moonlit summer night
May dreamers hear again
Dionis, as in spectral flight
She scuttles o'er the plain.
From lonely hills of Nobadeer
Reverberate once more
Those witching strains we loved to hear
Along the Goose-pond shore.

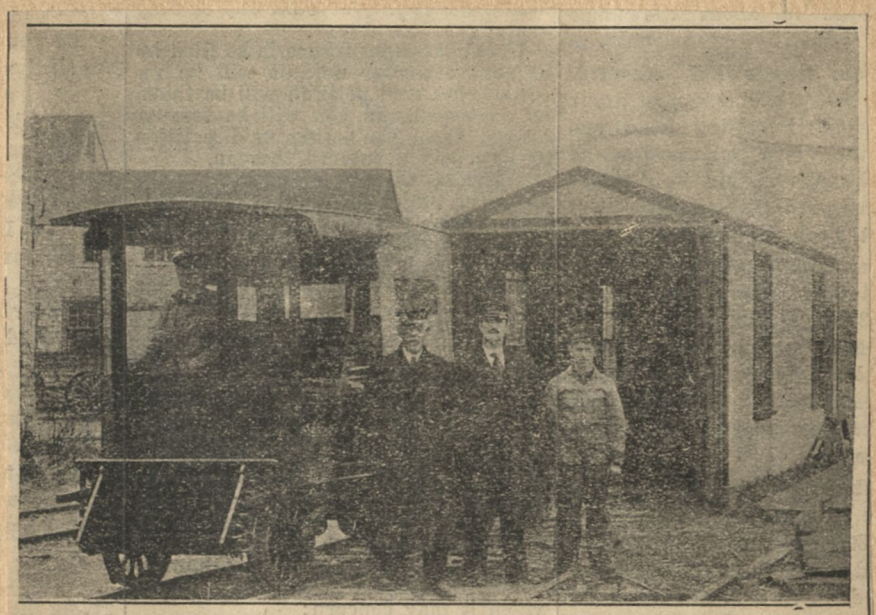
Does anyone remember this?

The first Train to Scarset. July 22.1909

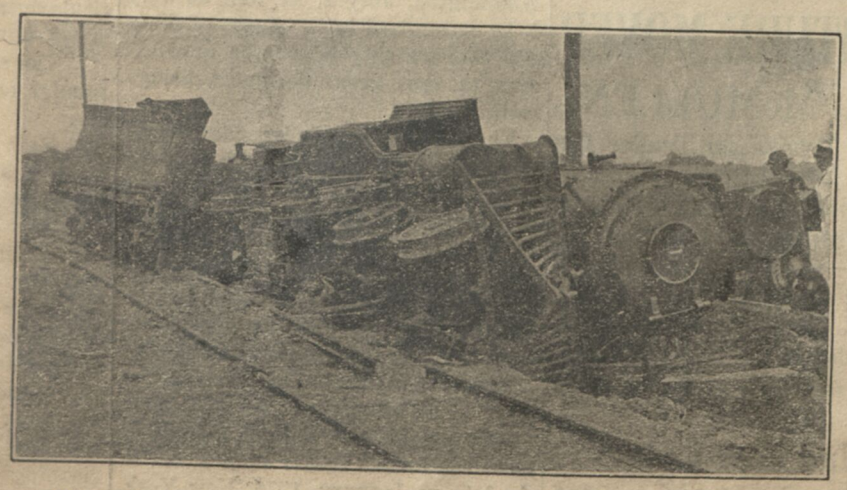
"Dionis" drawing Nantucket's First Railroad Train. First operated July 4, 1881.



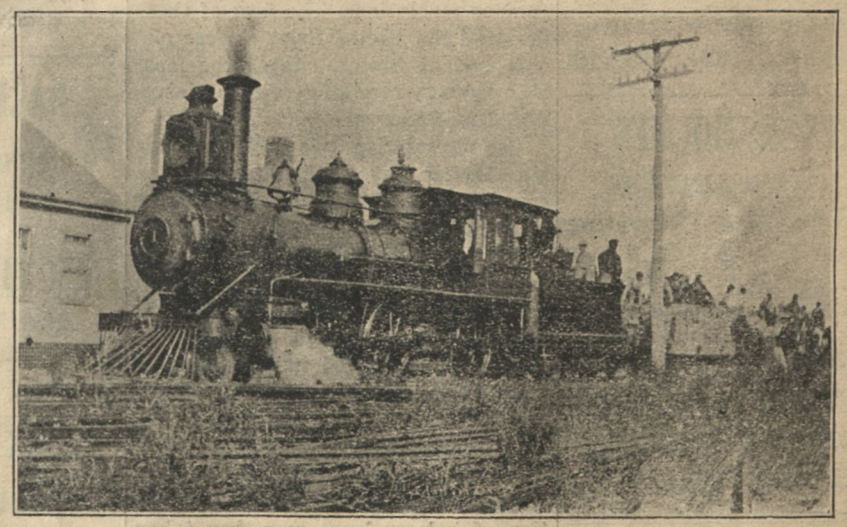
The "gasoline motor-car" in service for a brief period in 1908, which vibrated so that passengers could not stand nor sit.



The "Bug" which made the fastest run ever made over the rails to 'Sconset.



When the locomotive "turned turtle" on the south beach, July 23, 1909. No one injured.



After the mishap, when the locomotive was back on rails "raring to go".

Jose Reyes 1945

Lightship Baskets Are Symbol of Nantucket

Riddle: what is the Nantucket version of "A tisket, a tasket, a green and yellow basket?" The answer is easy: "A tisket, a tasket, a lightship basket!" You can hardly walk down a street in Nantucket without seeing one of the popular handbags swinging from the arm of its possessor.

Jose Reyes, now a permanent resident of Nantucket, is the creator of these handbags. Born in Ilocos Sur in the Philippines, Jose began the art of weaving as a boy.

In 1924 Jose first came to the United States to attend Washington High School in Portland, Ore. When he was graduated with honors, he was awarded a scholarship to Reed College.

While at Reed he majored in psychology and education, with an English minor. After two years of graduate study at Harvard, Jose received the degree of Ed. M.

Jose returned to the Philippines in 1936 to teach at the Philippine Military Academy. In the organization of the language department, he was instrumental and he soon became head of the language and social science departments.

In 1941, Jose enlisted in the United States Army where he became Secretary to the General Staff. Later during his military career, he joined the underground movement. During this time, he maintained communication with General McArthur via a transmitter in the mountain hideout.

Jose came to Nantucket in the summer of 1947. The first Nantucket Lightship Handbags were created during the summer of 1948. Jose was amazed at how fast they sold. Today, he is unable to keep up with the demand and all the bags are on order.

The ivory, ebony, and mahogony carvings on the covers of the handbags are done by Miss Chase, an Island carver. She also fashions the lovely scrimshaw works that adorn many of the bags.

Jose estimates that he produces about 100 bags a year. They are woven around wooden forms some of which were obtained from the late Mitchell Ray.

Mr. Ray used to make the baskets to pass away the time when he was a lightship keeper. These baskets were woven without covers and are still being produced by Jose as marketing bags.

The popularity of the Nantucket Lightship Basket has spread far beyond our Island to the far corners of the world. It has become as much of a symbol of Nantucket as Brant Point.

1st. Real Basket made in 1948

Lightship Baskets

THESE SUPERBLY MADE BASKETS ARE THE EQUAL OF THOSE MADE IN THE OLD DAYS ON BOARD THE LIGHT SHIPS. THESE HOWEVER ARE MADE ESPECIALLY FOR US IN HONG KONG. A MODERN INNOVATION IS THAT THEY ARE FOR USE BY MI LADY AS A STUNNING HANDBAG.

PLAIN 65^{00} or 80^{00} AS ILLUSTRATED
WITH DOLPHIN CARVED FROM SPERM JAWBONE

Sign of White Whale, Inc.
P.O. Box 507
Port Washington, N.Y. 11050

DEALER INQUIRIES INVITED

WANTED

SCRIMSHAW, WHALING TOOLS, SHIP LOGS, MACY WHALES, RICH AND ORR WHALES, LIGHTSHIP BASKETS — TOP DOLLAR PAID — ALL INQUIRES ANSWERED

Lightship pocket's basket books

1961

MAIN STREET FETE

Nantucket, Massachusetts

Tuesday, August 8

BENEFIT

Hospital Thrift Shop

17 India St.

The Hospital Thrift Shop

The Hospital Thrift Shop observes its 32d anniversary this Summer. Through good years and bad the Shop has struggled on until now it holds an unique position in the town. One often hears the remark, "I'll send it to the Thrift Shop!" And you may be sure that what you don't want someone else does.

The first year was started in a small way in the home on Liberty Street which is now the home of Mrs. George Christian. When that house was sold the Shop was moved to where the present Post Office is located. In a few years another move to the Sanford House was made, and then another to 6 Union Street, and finally when that house was sold and we moved to 24 Broad Street, the Trustees decided it was time the Thrift Shop had a permanent and more adequate place to do business. So it was on October 31, 1945 that they were successful in buying their present home at 17 India Street.

In its 32 years the Shop has been most fortunate in having two very capable managers. Mrs. Warren Austin carried on for 22 years until her health prevented her working longer. The Committee was then able to secure the services of Mrs. M. W. Rogers who is now assisted by Mrs. Richard J. Porter. They, with the help of fifty-five volunteer workers, carry on the business. Without these faithful volunteers the Shop would not exist.

Through the years the Committee has been able to give the Nantucket Cottage Hospital a gift of money each year. In September 1953, $10,000 was pledged to the Hospital Building Fund and paid in full in 1954. To date the gifts have reached the amazing amount of $129,102.00.

Come and visit the Hospital Thrift Shop at 17 India Street. Both lookers and buyers are welcome.

Thrift Shop officers are Mrs. Paul Thebaud, president; Mrs. O. A. Tupancy, vice-president; Mrs. Ernest H. Menges, secretary; Mrs. William P. Hunt, treasurer; and Miss Edna F. May and Mrs. N. B. Rogers, assistant treasurers.

1940

My Nantucket Paper.

By Katherine (Chase) Small.

It comes every week thro' the mail straight to me—
This much enjoyed wonder of society.
For my friends never cease to marvel and shout
At the size of the sheet or the news you get out.
They joke and they laugh and they tease, if they're able,
As they all gather 'round my dining room table.

"But what," asks a voice, "on earth do they use
The paper sheets for when they've finished the news?"
There's a laugh and a grin, and the room starts a-humming—
And I hang my head for I don't know what's coming.
And one takes a haw "When they bring on the broth
For the dinner on Sunday, they don't need a cloth—
'Tis the paper they use." (And he gives me a wink.)
"It saves on the laundry, won't roll and won't shrink."

Oh, they shriek in amusement but 'tis my delight
To see when they leave, in the morn's eerie light,
The many coins tossed, and hear the words said
To settle who gets the old papers I've read.
And if you should catch them at home in a nook
'Tis these they'll be reading and not a new book.

For—
Tho' the print is worn thin, like a wavering vapor,
I'm supplying New York with the Nantucket paper.

nquirer and Mirror Will Move to Milestone n Mid-May After 142 Years on Main Street

APRIL 18, 1963

East corner Main and Orange, 1878

The Inquirer and Mirror Publishing Company (Incorporated) completed negotiations this week for the purchase of the Milestone Motors building at James Warren Coffin Memorial Circle.

According to President George W. Morgan, who made the purchase from owners Albert J. and Gladys Silva through the office of Elias J. Lyon & Co., closing date is set for May 15.

Moving of The Inquirer and Mirror's newspaper and commercial printing plant from its present location, One Orange Street, is being planned for the second weekend in May.

Two Boston riggers, experienced in the moving and erecting of printing plant machinery, will come to Nantucket tomorrow (Friday) to bid on the job of transporting the publishing company's five presses, two linotypes; engraving, folding, stitching, and addressing machines; offset equipment, and a ton of other paraphernalia.

Architect Silva

Albert L. Silva personally designed and built the garage and showroom at the Island's only highway rotary in 1957. He bought the property in 1956 from Lawrence W. Miller, who had acquired it as a small gasoline station from the late Sue Terry.

Across the Old South Road, Property is owned by the Wannacomet Water Company. Most of the land on the other side of the rotary is owned by Judge Poland. This, Mr. Silva says, makes it unlikely that any further construction will be done in the immediate area for many years. Behind the Milestone building is a Town and Federal housing project of small homes erected just after World War II.

Immediately Adaptable

Publisher Morgan, before leaving the Island for his New York office on Monday, said that the location was chosen from other possible sites chiefly because the Milestone building is most immediately adaptable to the expanding company's needs. Floor space is estimated at 4,800 square feet.

This will be the first move for The Inquirer and Mirror in 63 years. One of America's oldest newspapers, the weekly has been published at the rear of the former Folger block at Main and Orange streets since 1900.

But in the 79 years following its birth in 1821, The Inquirer occupied a dozen different locations.

In the building on the left, 1870 — where Wannacomet is now.

New Cylinder Press, Milk Street, May, 1890.

Number three Orange Street, October, 1900

1-3 Orange Street, 1962. From an original water color by D. R. Beer

Born June 23, 1821

Birthplace of the 142-year-old Inquirer was the back room on the second floor of a building owned by William Coffin at the corner of Main and Candle Streets at the head of Straight Wharf, where the Ropewalk now stands. The first floor housed the post office.

In 1830 The Inquirer moved to a three-story building on Water Street owned by Charles G. Stubbs, then to Philip H. Folger's building. In 1833, the paper lived for a few months at the corner of Main and Federal Streets, then moved into a new building on Union Street erected by F. F. Hussey. Three years later, the Washington House fire destroyed this building two days after the newspaper had moved into a small place on Coffin Street, at the head of Commercial Wharf.

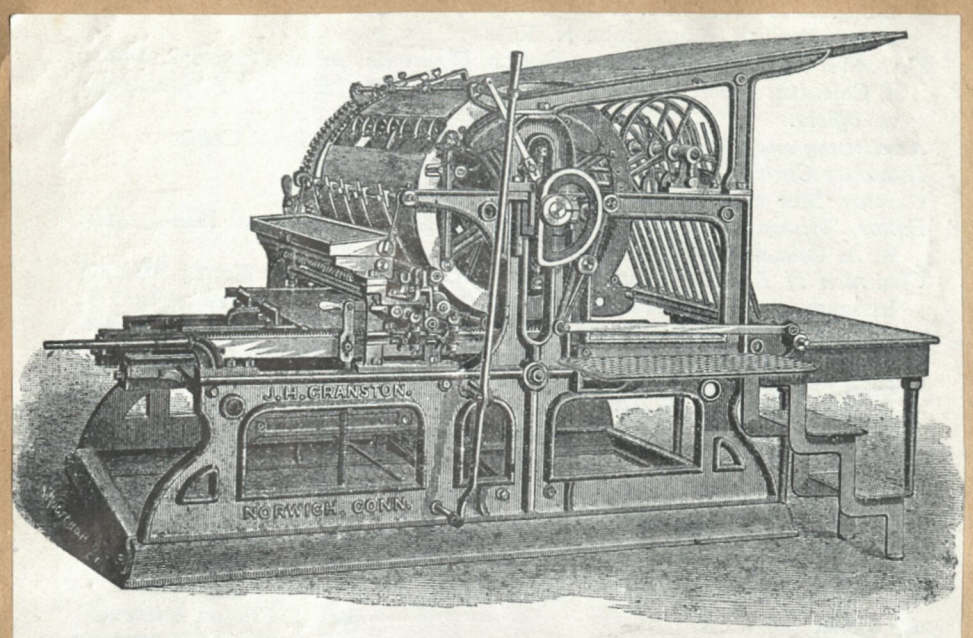
A Daily in 1843

New owner William A. Jenks transferred quarters back to Main Street in 1841, into a new building erected by Frederick Hussey, where it remained, competing against three other publications and going daily for two years (1843-45) until the Great Fire, Saturday, July 13, 1846.

That year, publication of The Inquirer was continued in a schoolhouse on Flora Street, later in the rear of Thomas B. Paddock's store, and finally in "Valentine Hussey's new brick block on Main Street." Following the merger with the Weekly Mirror in 1865, the combined company set up shop on the second floor of the Union News Room, now Wannacomet Water Company. Another move was made in 1878, to the upper floor of the brick building on the east corner of Main and Orange Streets, where Fitzpatrick is now.

A building which still stands on Milk Street was erected in 1890 especially to house The Inquirer and Mirror and its new Cranston "cylinder press" — still in use. And 10 years later the shop behind the Folger block was built for Harry B. Turner.

APR. 1880



The old Cranston Drum Cylinder Press
which printed *The Inquirer and Mirror* from 1890 to 1964

The old Cranston Press, which for seventy years ran off the familiar "blanket sheet", was brought to the Island in 1890 and installed at the print shop then located near Monument Square, on Milk Street's east side, to which the plant was moved in May from its former Main Street location. The structure itself had an interesting history. In 1940, during the 50th anniversary celebration of the Cranston press, Editor Turner wrote:

"The building was removed from Milk street in 'bays' and re-erected on Steamboat wharf, where it still stands as 'The Skipper'.

Inquirer and Mirror.

PUBLISHED BY

HUSSEY & ROBINSON, EDITORS AND PROPR'S,

EVERY SATURDAY MORNING,

MAIN STREET, NANTUCKET, MASS.

Terms: $2.00 per Year.

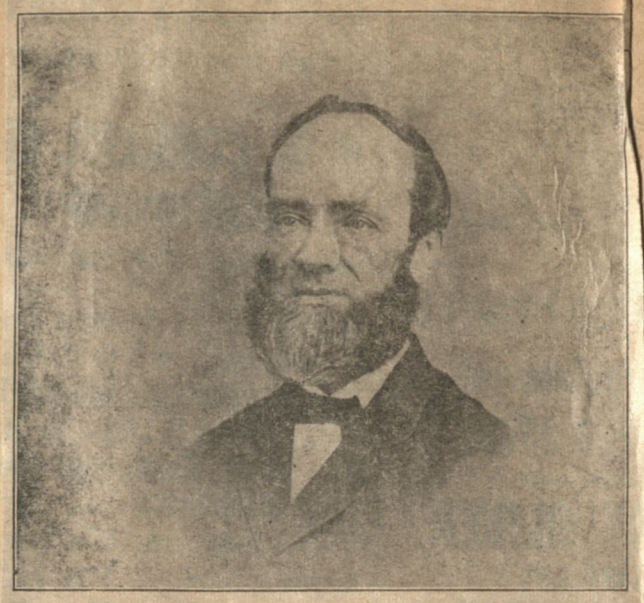
ADVERTISING RATES made known on application at the office. Marriages and Deaths inserted free; but all additions to the ordinary announcements, 5 cents per line.

☞ Orders for all kinds of Printing will receive prompt attention, and be neatly executed.

☞ Yearly advertisers restricted to the business engaged in at time of making contract.

No press had a longer history in Nantucket than the old Cranston. It was a combination of many things — of iron and steel and wood; of gears, pulleys, slides and cylinders; of noise, smell, heat, electricity, and dust. In itself it was merely an old drum cylinder press, but in the performance of its duty it was one of the most important objects in an island world. When it was provided with the locked forms of type of its newspaper, and fed the blanket sheets of its paper, this aged Cranston press produced the printed history of its times — the weekly edition of "The Inquirer and Mirror."

John Morrissey, Editor of The Mirror in 1845



Henry D. Robinson, co-publisher of The Inquirer and Mirror from 1865 to 1887, when he retired.

EDITOR HARRY B. TURNER AND THE CRANSTON PRESS IN 1944.

Harry B. Turner, who served as Editor of The Inquirer and Mirror from 1907 to 1948 — longer than any editor. Co-publisher from 1908 to 1925, and publishe from then until his death in 1948, Editor Turner established a record not likely ever to be surpassed.

ARTHUR H. GARDNER — GIFTED EDITOR OF THE NANTUCKET JOURNAL

From 1878 to 1899 the Journal was published and edited by Arthur H. Gardner, a graduate of "The Mirror office. In 1891 he was elected Representative from Nantucket, serving two terms, and later became President of the Historical Association and Town Tax Collector.

Fish-houses-turned-studios give Old South Wharf new skyline

New-old Nantucket

By Sherry Petchul

Staff writer of The Christian Science Monitor

June 19, 1969 **Nantucket, Mass.**

A **SALTY OLD NANTUCKET ISLAND** cab driver points to cobblestoned Main Street.

"Never be different as long as you live. They're bound to keep the quaintness."

It's true that the old whaling port — ringed with tide-marked white beaches, sweet with beach plums in blossom, and landscaped by islanders with Cape Cod cottages and Georgian bricks — has not been prey to a single sprawling motel, campsite, traffic light, or neon sign. But 20th-century incongruities have sneaked ashore with off-islanders.

On the green wooden bench in front of the historic Jared Coffin House, a red-and-white gummed sticker sneakily advertises the Mothers of Invention, a current rock group. The next day it has disappeared.

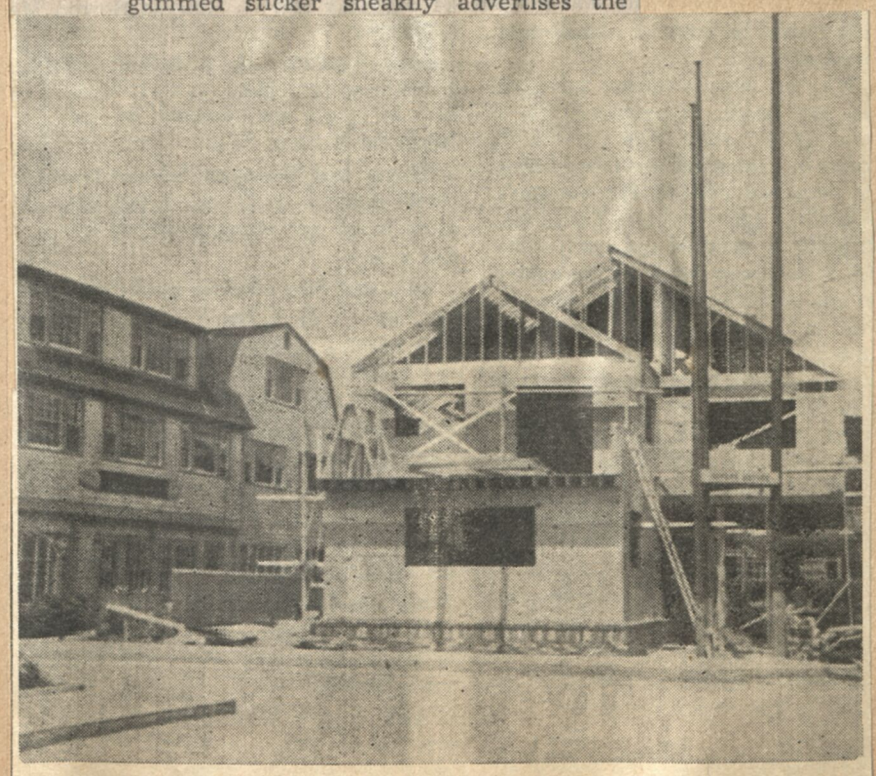
An islander complains that local restaurants serve canned chowder in the winter.

A widow's walk sits theatrically atop a recently built supermarket.

Old South Wharf houses the shop of a derby-wearing New Yorker who used to fly kites in Central Park but now sports the title "Nantucket Kiteman."

Gulls drop shellfish on the tennis courts of summer residents to crack them open—instead of on the rocks as in the old days.

Still, 5 a.m. fishermen and bicyclers will probably always outnumber renters of "surfing paraphernalia" at the island's Noble Surfer shop. And Nantucket islanders, only 30 miles off the crowded East Coast, will be able to brag for a long time to come, "We say we're going to America when we leave for the mainland."

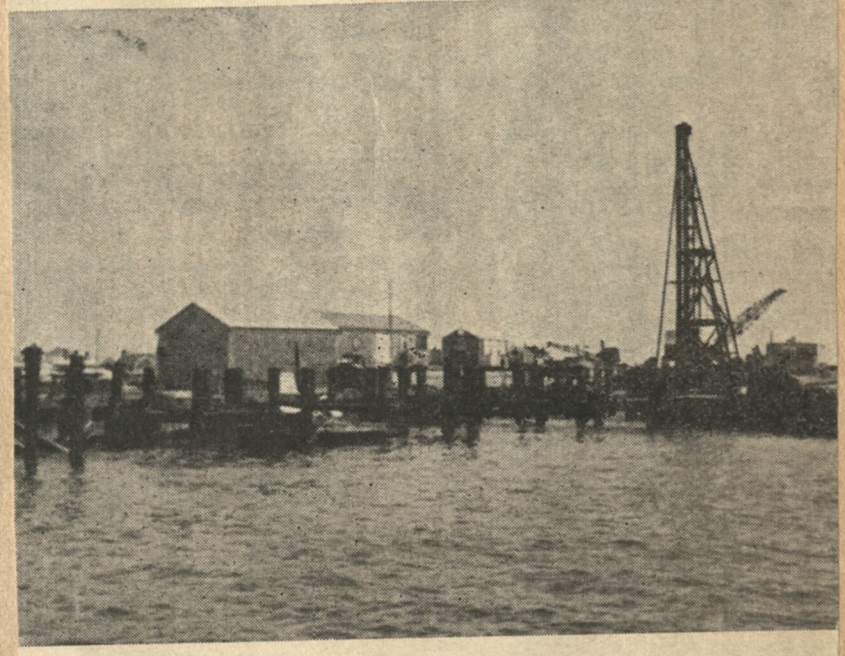


A new building is being raised on Straight Wharf in front of Cap'n Tobey's and the exterior of this building is rapidly nearing completon.

Up-to-Date Boat Basins With Latest Facilities Now Open For Business

The unprecedented and extensive development of Nantucket's waterfront, which has seen the enlargement of three of the major wharves, and brought about complete changes in the harbor ends of these wharves, has now reached that point of the culmination in the efforts when the various accommodations to yachts and boatmen are "open for business"!

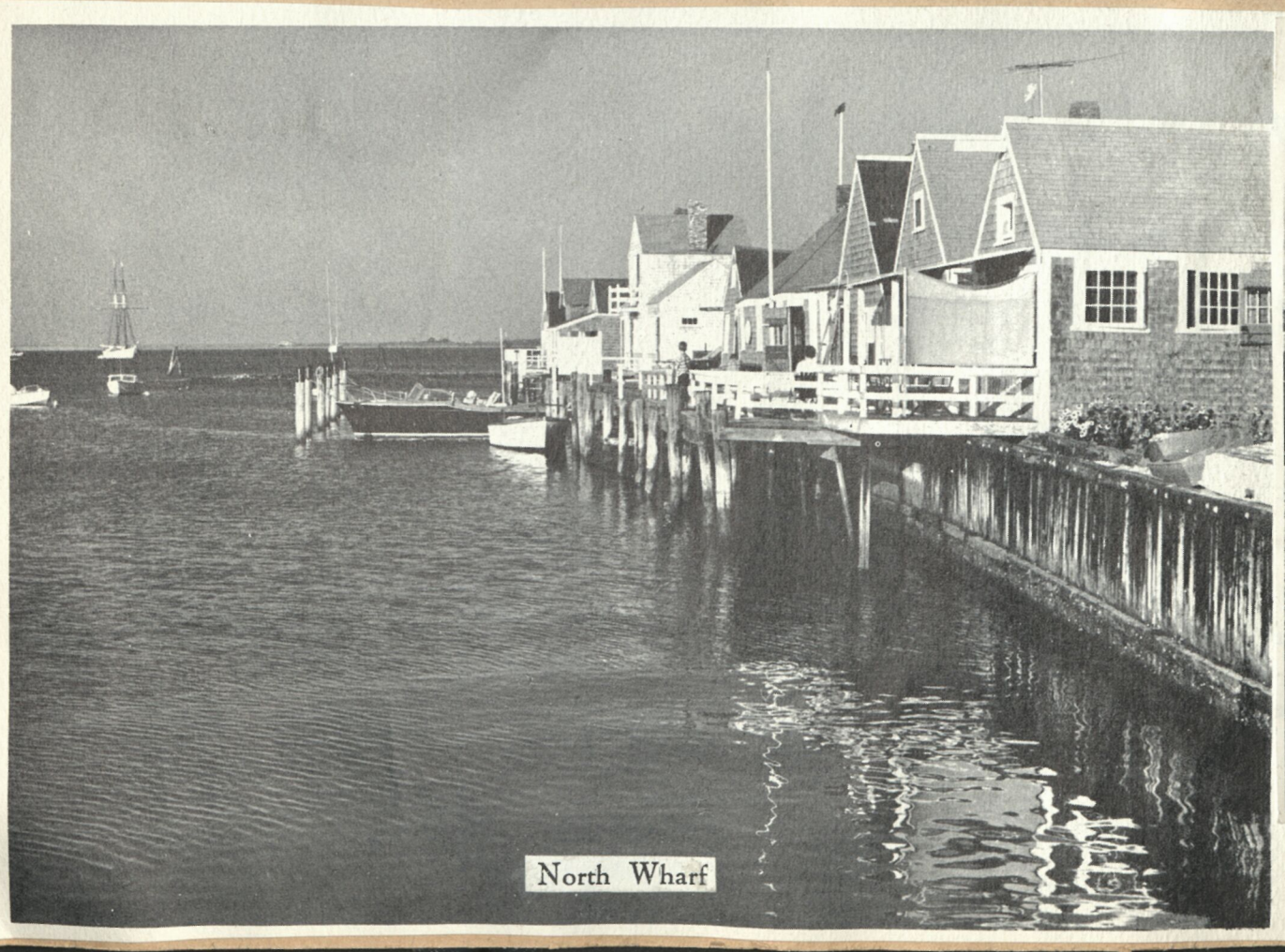
As an attractive announcement



New finger piers are being extended along the south side of Straight Wharf and an extension is being added at the harbor end of the wharf.

Work is progressing very fast on the 30 foot enlargement of Commercial Wharf. The fill has been completed and it is now ready for construction of finger piers and new buildings.

Panoramic View of Lower Straight Wharf in Present Stage of Redevelopment



North Wharf

From the original painting by E. W. Jenney.

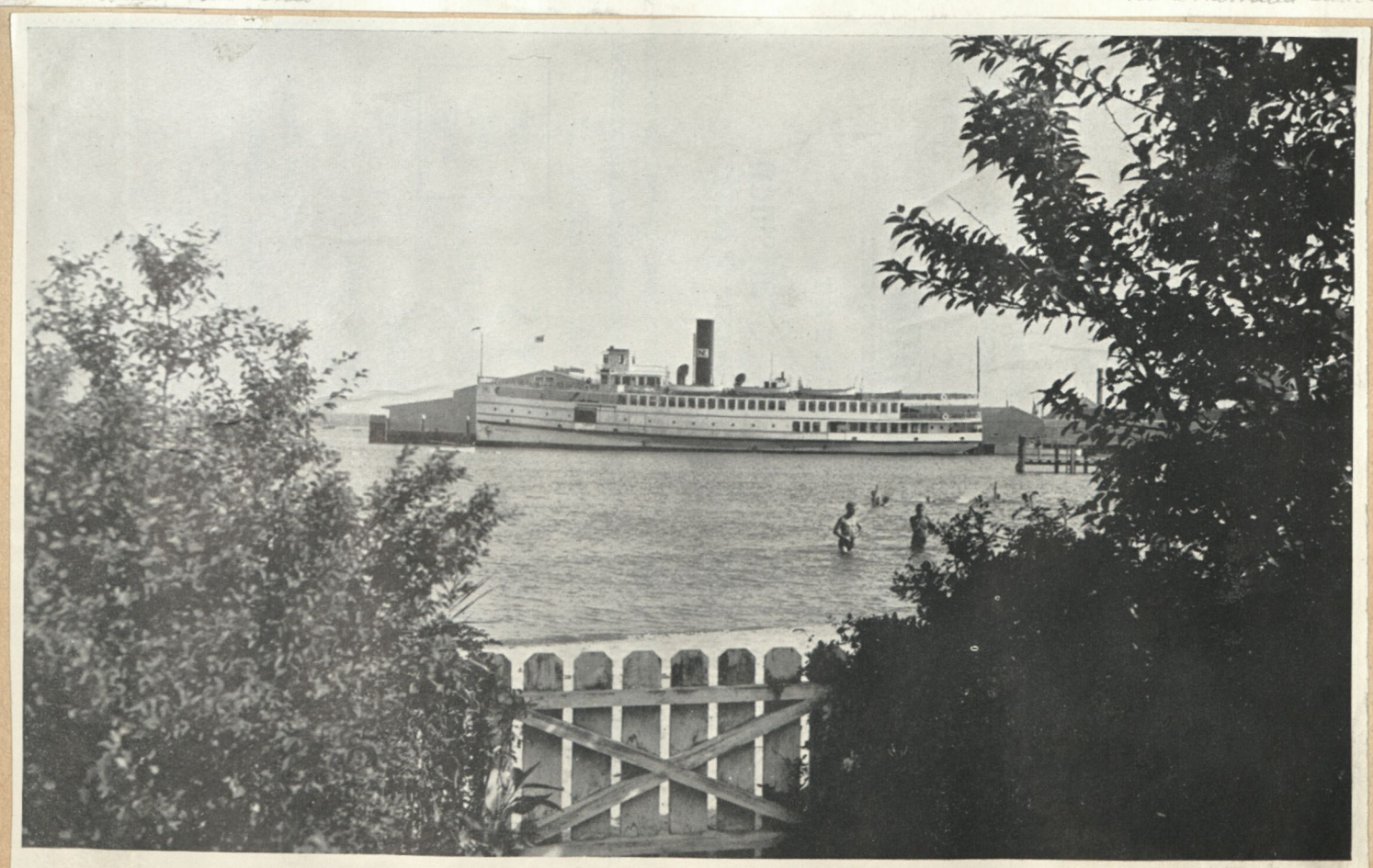
AT THE WHARF, NANTUCKET.

From the original painting by E. W. Jenney.

Pleasure Fleet

North West Wind Nantucket

Keith Haviland Sutton



The steamer, seen from the lawn of the White Elephant.

Fig. 14
The Old North Wharf studios and cottages were formerly boat houses and marine shops. The street lights are Boston gas lamps. These commercial type structures maintain a harmony with Nantucket houses by using the same materials — white cedar shingles, small paned windows, and simple white trim.

Waterfront of Tomorrow Begins to Take Recognizable Shape

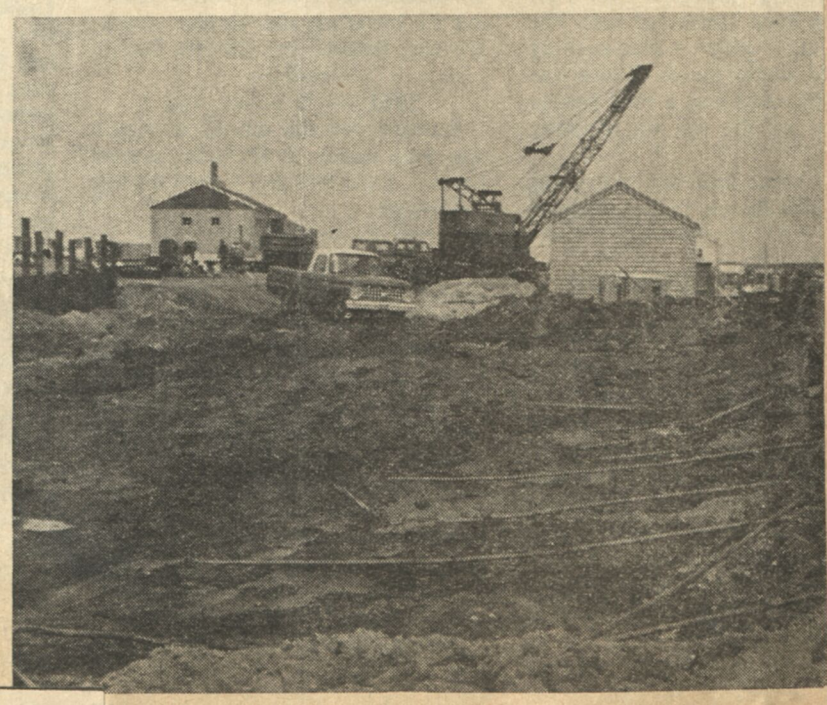
Men at work paving mall.

Old South Wharf — untouched as yet.

Portion of 60 barge loads of paving blocks.

Foliage-lined mall and park.

New Whale Street looking north.



Work in progress — Straight Wharf.

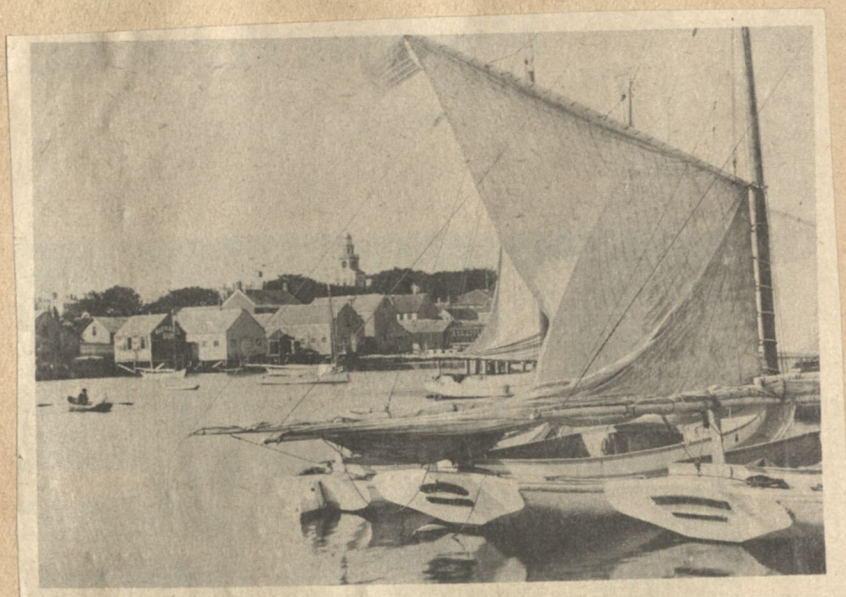
Photos by Universal Photo Shop

MAY 5, 1966

The Wharves — a century ago.

When the catboat fleets were gathered around Nantucket's wharves.

OLD SOUTH WHARF



Nantucket's Boat Basin at Steamboat Wharf in the mid-1890's, three-quarters of a century ago. One of Henry Wyer's classic photographs.

Easterly end of Old South Wharf from Straight Wharf, circa 1940.

Photo courtesy Mrs. David Gray

LOOKING ACROSS EASY STREET AT MACKEREL FLEET IN HARBOR — STR. SANKATY AT STEAMBOAT WHARF

Sherburne Associates Acquire More Waterfront Property

One of the largest real estate transactions in recent years was completed Monday with the transfer of choice waterfront property in the Commercial Wharf-Washington Street area from Donald P. Van der Wolk to the Sherburne Associates for $185,000.

Mr. Van der Wolk, former band instructor in the Nantucket School System, purchased the first section of the property from the estate of the late Ruth Haviland Sutton, a nationally famed artist who died six years ago, for $25,000 and the second parcel a year later for approximately $10,000.

The shore front property is bounded by Commercial and Washington Streets, and by Nantucket Harbor. It includes 31,000 square feet of land and six buildings, including the building used by Miss Sutton as her studio.

The property transfer, the latest in a series of land and building purchases made by the Sherburne Asociates, Walter Beinecke Jr., Lawrence Miller and Lawrence K. Miller, was recorded in the Registry of Deeds on Monday.

The tax stamps of the largest area of property amount to $176, which indicates the purchase price was $160,000. Tax stamps on the small area amount to $27.50, which indicates the sale price of this parcel was $25,000.

Under the terms of the sale agreement, Mr. Van der Wolk was paid $70,000 in cash and took back a mortgage for $115,000 payable in 20 years at an interest rate of 6 per cent.

The property is adjacent to Commercial Wharf which has been owned — along with Island Service Wharf and Straight Wharf—by the Sherburne Associates for several years.

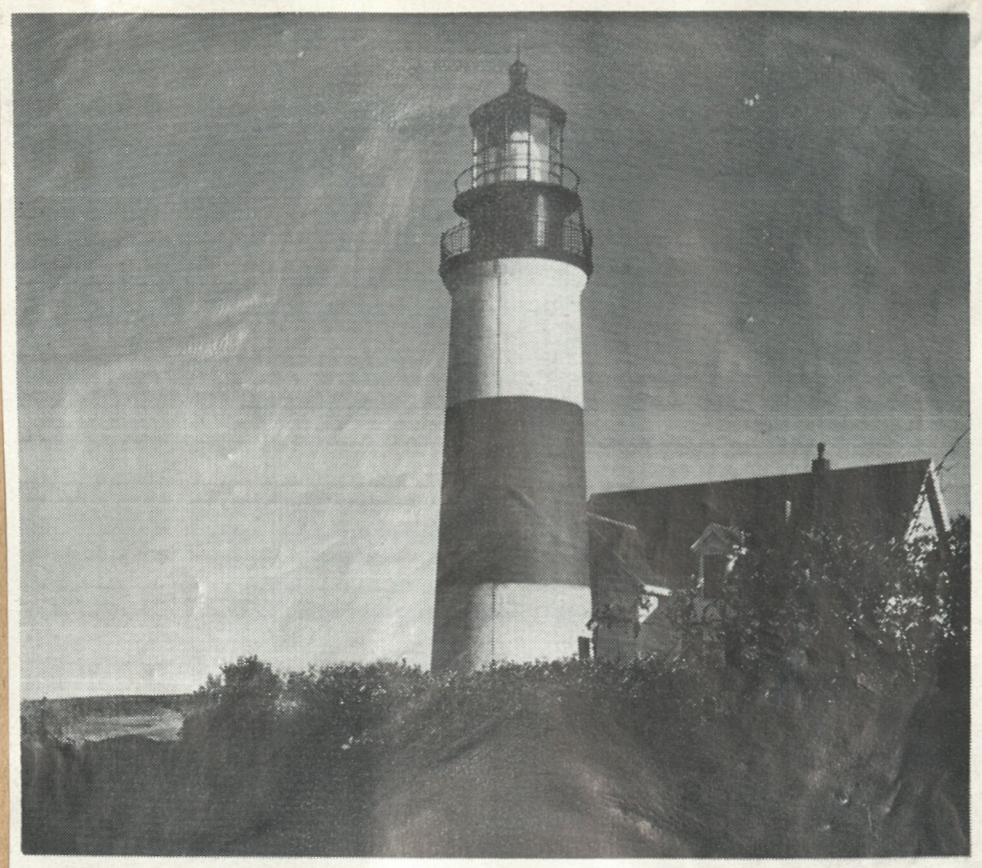
1966

South Water Street in the mid-1870's. From the corner of Main Street the view is looking north, the two large buildings in the center on the right mark the head of Old North Wharf; at the very end of the street may be seen the present residence of Mr. and Mrs. Harry Rex. At this time the street ran through the Historical Association's property, to the left of the Whaling Museum.

1966

SANKATY HEAD LIGHT, NANTUCKET ISLAND, MASS.
83650

81572
SANKATY HEAD, SIASCONSET, MASS.



The Sankaty Head Lighthouse has been an Island landmark for 120 years.

The Saga of Sankaty Lighthouse —An Island Landmark.

By Edouard A. Stackpole.

1942

On Tuesday of this week (Dec. 21), Eugene N. Larsen, Keeper of Sankaty Head Lighthouse, went on a four-month leave of absence, preliminary to his retirement in April. Keeper Larsen now resides in Nantucket, where, with Mrs. Larsen, he will make his permanent home. Lacking but a single year of completing 30 years at Sankaty, Keeper Larsen has spent more than forty years in the government service. Prior to 1908, when he went into the lighthouse service, he had been in the U. S. Coast and Geodetic Survey and on revenue cutters, both in West India waters and around Newfoundland. Before coming to the island, he had seen service at lighthouses at Thacher's Island, Boston Light, Graves and Minot's lights.

With the departure of Keeper Larsen, the island "Saga of Sankaty" comes to an end, as the station is now completely occupied by a Coast Guard detail. Notwithstanding any efficiency on the part of the present agency, the lighthouse has lost its identity as an institution peculiar to Nantucket for 93 years, being established in 1850.

Christmas Greetings 1944

from The Gardners on Nantucket

★

This is our lighthouse on Sankaty Head!

For nearly one hundred years, the last light seen by European travelers and the first light of America to welcome their return.

It is a strong light seen forty miles at sea.

The last ten seconds of each minute it flashes with great brilliance and seems to express the sacred determination of America to be a Light of Freedom to the World.

★

"March we forth in the strength of God,
With the banner of Christ unfurled,
That the light of the glorious gospel of truth
May shine throughout the world;
Fight we the fight with sorrow and sin
To set their captives free,
That the earth may be filled with the glory of God
As the waters cover the sea."

Last civilian keeper at Sankaty Lighthouse

The article on Sankaty Lighthouse in our last issue has brought a number of queries from our readers, among which was: "Who was the last civilian keeper at the Light?" The answer was given by Merrill R. Haskins, of N. Beach Street, whose father, Archford E. Haskins was in charge of the Light before the U. S. Coast Guard assumed complete supervision of its operation.

Keeper Haskins took over Sankaty from Keeper Eugene N. Larsen, who retired after four decades in the Lighthouse Service in 1943. Keeper Haskins came to Sankaty from Great Point Light, where he had been assigned in 1936, and where the Haskins family had made their home for eight years.

From 1943 to 1947, Keeper Haskins was at Sankaty, being transferred to Owls Head, Maine, with his family. He is now retired and lives at Rockport, Maine, with Mrs. Haskins. Two of the family, however, have returned to Nantucket — Mrs. Leroy Rogers and Merrill R. Haskins. Two other former family residents of Sankaty who live on Nantucket are Mrs. Hartwell Thurston and Mrs. Vernon Hamilton, the former Marie and Ethel Larsen, daughters of Mr. and Mrs. Eugene N. Larsen. Keeper Larsen was at Sankaty from 1914 to 1943.

In March, 1932, the Norwegian steamer *Balto*, steamed down along the east shore of Nantucket within 20 yards of the beach at Sankaty. Undoubtedly, she is the largest craft ever to use the channel, and in a letter to Keeper Larsen, afterwards, her master stated he had chosen the route because the weather was clear and he wanted to make a quick run down the coast to get a charter before a rival craft, sailing from Boston at the same time, could make the same port.

* * * * *

Flash Seen 45 Miles Out to Sea.

Just how far Sankaty's flash may be seen is a matter for conjecture, but it has been sighted by the fruit steamers bound from the West Indies to Boston, Captain Grant, of the *San Blas*, noting the same in 1933.

A few years ago, Captain Eaton, then Supt. of Lighthouses for this District, had a radio message from Charles Mosher, of the South Shoals Lightship, in which the latter described a light, constantly flashing on the surface of the sea, which he believed to be a runaway gas buoy. A search of the area revealed nothing.

Again came the same radio message from Mate Mosher. Telephone wires buzzed between the various offices of the Lighthouse Bureau. Then Captain Eaton recalled that the characteristics of the mysterious light were the same as those of the newly-strengthened light at Sankaty. That night the Lightship's radio checked again the flash, direction, etc. Capt. Eaton's solution was found to be correct.

Today, Sankaty has a candle-powe of 720,000, as compared with the firs whale-oil light of 7,000 candle-powe and the kerosene vapor-light of 99 000 candle-power. It shows a flashin white light every 15 seconds, with visibility of 19 miles.

Nantucket Light Houses (Cont. next page)

Sankaty the Third Island Lighthouse.

As an island landmark, the lighthouse on Sankaty Head, with its familiar red band on a white tower, has been also a symbol of the Lighthouse Service which, inaugurated in 1789, soon grew into a chain of coastal guardians, stretching the length of both coasts. Forgotten records of the men who manned these lighthouses—maintaining a vigil that rarely failed—mark a quiet heroism and much sacrifice.

Nantucket has had a part in the early history of this great service. The second lighthouse established on the coast of the Thirteen Colonies was at Brant Point, at the entrance to Nantucket harbor, in 1746, and is still maintained, although some yards from its original position—the present tower the several times successor to the first beacon maintained by island merchants. Great Point Lighthouse (first known as Nantucket Light) was erected in the summer and fall of 1784 by Edward Allen and Stephen Hussey, of Nantucket. This tower was burned in 1816 (a fate suffered by several of Brant Point's towers) but another was erected soon after.

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Value of Sankaty's Location Recognized by Mariners.

The bluff at Sankaty rises 100 feet above the sea. Some historians believe that Gosnold was the first discoverer of Nantucket, having sighted Sankaty as he steered some distance from the land in 1602, but the Brereton and Archer narratives of this voyage seem to indicate that Gosnold "trended the coast southerly" and probably sailed the Cape's shore all the way from Eastham to Woods Hole without ever sighting Nantucket.

Captain George Waymouth, in 1608 has the best claim for discovering Nantucket. Finding himself in latitude 41° 20', and in shoal water, he "sent one man to the top who thence described a whitish, sandy cliffe." As Walter Folger, the great Nantucket scholar and mathematician, writes of a similar experience while charting the Old South Shoal in 1821-22, the "whitish, sandy cliffe" was undoubtedly Sankaty.

Tradition says that a whale look-out was kept on the Head by the early island proprietors, who went off from shore to harpoon the right whales. A settlement between the Head and Sesachacha Pond was called Peedee, and originally was an Indian camp dur- the fishing seasons.

In October, 1814, the ship *Douglass*, a prize of the American privateer *Prince de Neufchatel*, while attempting to escape possible capture by the barges from the British frigate *Endymion*, sighted a signal set atop the bluff at Sankaty Head and, believing the ship in peril, her prize-master ran her ashore at Sesachacha, thereby losing his ship by wreckage and his cargos by salvors.

It remained for an unidentified mariner, writing in the *Boston Post* in 1838, signing himself "A Sailor," to put into writing what was common desire: He wrote:

"There is a passage inside South Shoal near Sankaty Head deep enough for the largest ships to pass—sounding five fathoms. Now, the difficulty to us is that we have no directions to govern us in going through the passage, except some vague ones in Blunt's Coastal Pilot. None of these directions would answer for the *night time*. What the mariner wants is the outside passage surveyed and a lighthouse placed on Sankaty Head, Nantucket Island. It would help coming up the coast and going down, and, for those utilizing the inside route, a saving of 24 hours would be made. Having the lighthouse would mark a place of refuge for any ship running into a strong westerly, which might anchor under the lee of the high shore at Sankaty."

* * * * *

Government Survey of Shoals to East.

This was a dozen years before the actual building of the lighthouse. To the east of Sankaty are many shoals, especially dangerous being "Rose and Crown," some 15 miles off-shore, the "Great Rip" and "Fishing Rip," and "Bass Rip," besides "The Old Man" and "Pochick" to the southeast off the village of Siasconset and Low Beach.

The first government survey of this area was in the 1840's. Prof. Henry Mitchell (brother of Maria Mitchell), had done considerable work in charting the ocean currents off the east end and in Nantucket Sound, but it was the government survey vessels which did such good work in the early 1840's which gave mariners the first U. S. chart of the area. Davis and McBlair shoals were designated, as were the rips and "Old South Shoal."

These shoals were well known to Nantucket pilots but were such a dangerous maze to other mariners that the Nantucket Shoals were known as the "Graveyard of the Atlantic" to the shipmasters of the coast. While the islanders had their own rude charts, the only existing sea-maps were but little better than those drawn by the early Dutch and English explorers of the coast. In 1776, the British Navy made a survey, but the best chart of Nantucket Shoals (and of waters all about the island) was drawn by Capt. Paul Pinkham, of Nantucket, in 1790.

Nantucketers were, of course, the most interested in the dangerous area and Walter Folger was induced to help make an accurate chart for the specific purpose of placing the large "Old South" and "New South" shoals on a chart, which he accomplished in 1821. Seven years later, the government's first survey was made at the "Georges Banks," some 100 miles to the north and east.

The increased shipping through the inside passage of Nantucket Sound brought Cross Rip lightship into being in 1828. Then came Pollock Rip light-vessel in 1849, and in 1854 the first lightship on South Shoals was anchored by Captain Samuel Bunker.

* * * * *

Workmen Started Building in 1849.

Early in the summer of 1849, the government began work in constructing the tower at Sankaty. Schooners brought the bricks, granite blocks and other building material to the town wharves and it was carted to the bluff via 'Sconset. The first tower was only sixty feet high, compared with the 70-ft. height of the present tower,

The lighthouse bore south by east 9 miles from Great Point light, and 23 miles south by west from the lightship at Pollock Rip.

Two dwellings were erected, built entirely of brick, one story and a half in height. A barn (afterwards enlarged) was constructed just to the south of the two houses. These dwellings were for the keeper and his assistants, the southernmost being the head keeper's. This had an ell which connected it with the tower. About the property on three sides was a wooden fence.

* * * * *

Lens Made in France Cost $10,000.

The construction work was completed in December, 1849, leaving the delicate task of installing the new lens in the lantern. A great clock-work apparatus, operated by means of heavy weights which descended into the tower, was utilized to turn the lens and obtain the flashes through the lantern. This brass clock-work apparatus, in its glass case, was in constant use for over eighty-eight years, being replaced by an electric motor in 1938, when the lighting apparatus was also electrified.

The most costly item in the construction was the lens, which were made in Paris, under the direction of a young U. S. engineer named Isherwood, who had gone to France to contract such work for our government. These lens cost $10,000 and are still in existence at Sankaty.

The windows of the lantern were large sheets of glass half an inch thick to protect the lens from storms and the momentum of sea-birds which often fly against the windows during gales. In the center of the lantern was placed a single whale-oil lamp of several tubes, which presented a white light, projected by a "revolving lenticular apparatus of the 2nd order."

It was planned at first to have alternate red flashes to show at a distance of six miles and under, and of occasional white flashes at a distance of more than six miles.

William R. Easton was the Collector of the Port of Nantucket at this time, and in his "Notice to Mariners" he announced:

"This new light will be a fixed white light, with brilliant white flashes; two successive flashes being given at intervals of 1½ mintes, then the third flash at an interval of three minutes; followed by two successive flashes at intervals of 1½ minutes, then a third flash at an interval of 3 minutes as before, and so on for the time that the light is visible. The fixed light will not be visible farther than 12 to 15 miles, beyond which the flashes only will be seen."

In the Feb 4, 1850, issue of *The Inquirer*, it was reported:

"The new lighthouse at Sankaty Head was lighted for the first time on Friday evening (Feb. 1). The flashes of light are very brilliant and must be visible at a distance of twenty-five miles."

* * * * *

Capt. Bunker Afterwards Became First Master of "South Shoals."

The first keeper of the new light was Captain Samuel D. Bunker, one of the most successful of the island's shipmasters but who had suffered a number of financial reverses upon retiring from the sea. Captain Bunker remained at his station for 4 years. In 1854, when the government established the first lightship on Old South Shoal, Captain Bunker was placed in command of the craft.

The supplies needed by the lighthouse to maintain the light (aside from fuel and food for the keepers) were many and varied. First on the list, of course, was the whale-oil for the lanterns. In those days, the whale oil used was of two varieties—spring and winter, according to the season for which it was refined for use. Then came wicks for the lamps, chimneys, buff skins, linen towels, brushes, gills spirits of wine, straight and curved scissors, paint, litharge, linseed oil and turpentine, "coachmaker's oil,' solder, paint brushes, whitewash and sash brushes, plated glass, sash tools, limes, corn and hickory brooms, spare burners and hand lanterns.

It is not surprising that Captain Bunker should write to Eben Allen, of Nantucket, Supt. of Lights for this district, on May 31st, 1854, as follows:

"Sir:

"I shall be obliged to you if you will send me a copy of the inventory of the lamps and their appurtenances, as I am unacquainted with the names of many of them, and because I wish the tenor & tally in my receipt book to agree with the receipts already given, if sent to Capt. Baxter's, or to Mr. Winslow's I will get them in time; or perhaps you intend going to Sankaty Head yourself to see the things, & can bring the copy of the original."

* * * * *

Aperture Widened For Ladies With Hoop Skirts.

Capt. Bunker was succeeded by his 1st Assist. Keeper, Samuel G. Swain, who held the post until July, 1861, when Capt. Henry Winslow was appointed Keeper.

One humorous touch is given to the life of those early keepers at Sankaty. Until the advent of war in 1917 and 1941, Sankaty had been opened to visistors, but during the summers of the last century, and prior to 1918 in this century, to make a "cruise to Sankaty" was an all-day bit of island rantum-scooting.

On October 25, 1856, *The Mirror* noted:

"The narrow aperture in the platform under the lantern at Sankaty lighthouse has been widened to allow ladies with hoop skirts to pass up through to see the reflectors."

* * * * *

Old-Timer.

You're not so young, old-timer,
And you're white as driven snow,
But you're a tough old-timer
In spite of the winds that blow.

No, not so young, old-timer,
But your eye's as steady as mine,
And I was a kid, old-timer,
When you were forty-nine.

Not quite so young, old-timer,
But your voice is strong and deep
As in the days, old-timer,
When it was a sign to leap.

Hardly so young, old-timer,
But you're tall and straight and true
And so you'll be, old-timer,
As long as the sea is blue.

No so young and not so old,
You and your scarlet and white;
Hearts go out a hundredfold
To you—old Sankaty Light!

—Eleanore Davis.

War Veterans Served as Keepers.

Following the Civil War many of the Keepers and Assistants were veterans of the army or navy. Uriah C. Clark succeeded Capt. Winslow and held the post of Keeper until February 11, 1873, when he died, being the first Keeper to pass away at the station. George F. Folger, the 1st Asst., became Keeper, but did not receive his official appointment until April. Charles B. Swain, another Assistant, was transferred to the Cliff beacon lights, and Franklin B. Murphy was appointed 1st Asst. Keeper. Both Folger and Murphy had served in the Army of the Potomac. Mr. Murphy resigned in June, 1875, and his place was filled by John M. Lamb, another veteran.

Freeman Atkins, Benjamin Sayer and Charles Pollard also had short periods of service as Assistant Keepers at Sankaty.

In November, 1875, a new type of wick was used—an "English wick"—which made it possible to operate the light with only one trimming of the wicks during the night, as compared to the two or three times necessary before. All who have tramped up to Sankaty's tower will appreciate how the keepers felt about this improvement.

Asst. Keeper Lamb resigned Sept. 30, 1877, and Simeon L. Lewis, Sr., became his succeessor, serving a year, to be followed by William H. Gibbs, who came to Sankaty Oct. 1, 1878. John S. Cathcart replaced Mr. Gibbs July 10, 1880, following an altercation between the keepers. There are numerous instances of short tempers among men living in "close quarters," with families, children and island relationships contributory factors.

Benjamin F. Wyer was appointed Asst. Keeper in August, 1880, but resigned in December of that same year to be followed by Calvin C. Hamblin. Two years later (Nov. 1882) George F. Folger resigned, having served at Sankaty since 1873. Mr. Hamblin was appointed Keeper, and Benjamin F. Brown was given the berth as 1st Assistant Keeper.

* * * * *

In 1886, a telegraph line was run out to Sankaty. The cable had been laid to the island the preceding year, under a Congressional appropriation of $40,000. A signal office had been maintained in the Pacific Club building on Main street, where the first Weather Bureau was established in October, 1886.

In December, 1886, the government installed telephones at Sankaty and at the Surfside Life Saving Station—the line was afterwards extended to Coskata and Great Point light.

During this same month, (Dec., 1886) a 50-ft. flagstaff was erected on the bluff by Capt. William T. Swain, who had the government contract, and weather signals were displayed for the first time on December 30.

* * * * *

New Dwelling Erected in 1887.

The present keepers' dwelling at Sankaty was erected in the fall and early winter of 1887. Congress had made an appropriation of $7,200.00-$500 of which was for an "oil house."

On September 13, 1887, the Ass Keeper and his family moved to th village of 'Sconset, followed two day later by Keeper Hamblin and his family. This marked the first time tha the keepers had been away from the lighthouse in the thirty-eight years of its existence. The workmen commenced knocking down the two brick dwellings, and on September 30 the foundations for the new double-house were laid. The present water cisterns were constructed at the same time. The dwelling was completed (to the extent that it could be utilized) on December 20, when most of the workmen departed.

Keeper Hamblin moved into the house on January 10, 1888, and Asst. Keeper Brown and his family came over from 'Sconset on the 15th. An old notation in a book at the lighthouse states: "Jan. 22—At sunrise the thermometer at 4; ice seen from all directions." Apparently the keepers had "set up housekeeping" just in time.

* * * * *

Improvements in the Tower.

In May of this year (1888) a new "deck" and lantern section were installed in the tower by two machinists and four laborers from Boston. The sextette brought their own cook—as if rather in doubt as to lighthouse cooking! Engineer S. V. Poor was in charge of this work. This new section brought the tower height to its present 70 feet above ground level which, in addition to the bluff's rise, makes it 170 feet above sea level. Major Stanton, Commodore Barker and Commodore Coffin inspected the completed work and pronounced it satisfactory. The tower was plastered at this time.

During the work on the new lantern, a fixed light was shown from a temporary tower, which served as the lighthouse a period of eight months—from Sept. 30, 1888, to June 10, 1889. This temporary tower was dismantled in November, 1889.

Other installations during the spring of 1889, were a lightning conductor, (which remained until Keeper Larsen removed it in 1936), a speaking tube, which was unsatisfactory, and new frames and doors in the tower, which were installed by Mr. Ceeley, of Nantucket, and proved most durable.

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Keepers and Asst. Keepers.

Assistant Keeper Brown resigned on September 1, 1889. The occasion gave rise to a humorous anecdote. It appears that Keeper Hamblin stated to his assistant: "If you go to town, I shall have to log you as leaving the station without giving notice—that you are refusing duty." Mr. Brown replied: "No, Calvin, I'm not [illegible] duty—you can put me down [illegible]ning—here and now!"

[illegible]. Norcross, of Quidnet, was engaged [illegible] the station for the next month, and on October 1, Wallace A. Eldredge became Assistant Keeper.

Keeper Hamblin resigned in February, 1891, having served eleven years, and Ethan Allen was appointed to the post. The light at this time was burning about 50 gallons of oil a month, kerosene having long since supplanted whale oil.

About this time there came on the scene of Sankaty a young man named Joseph Remsen. He had entered the Life-Saving Service in 1884, stationed at Coskata, and three years later was transferred to the Lighthouse Service and became Keeper at Brant Point. In 1891 he went to the South Shoals Lightship as master, but the next year was transferred to Sankaty to succeed Ethan Allen as Keeper.

Captain Remsen was a fixture at Sankaty for the next twenty-seven years. During his service he had seven Assistant Keepers—Wallace A. Eldredge, Marcus E. Howes, Thomas J. Kelly, George W. Purdy, Charles M. Vanderhoop, Carl D. Hill and Eugene N. Larsen. All of these men became keepers of lighthouses in New England, while two of them—Messrs. Vanderhoop and Larsen—became his successors at Sankaty.

Charles Vanderhoop, a Gay Head Indian, came to Sankaty as assistant in June, 1912, and was transferred a year later, being replaced by Karl D. Hill, who remained at Sankaty until September, 1914, when Assistant Keeper Eugene N. Larsen arrived.

Keeper Remsen resigned April 1, 1919, and was replaced by Keeper Vanderhoop. In May, 1920, Mr. Vanderhoop went to Gay Head where he was placed in charge of the lighthouse at his birth place, and on June 1, 1920, Captain Larsen became keeper. He had as his assistant C. A. Ellis, until March 16, 1921, when Francis Macy, of Nantucket, became his Assistant. James Dolby was assistant from 1925 until 1933.

An electric light was installed in Sankaty's tower May 15, 1933, and the candlepower of the light was increased thereby from 99,000 to 720,000 candlepower. A kerosene vapor light had previously proven satisfactory for many years, with various improvements during its use. The keepers, however, had considerable trouble in cold weather, and the electricity was a great boon, especially in the matter of "smoke-ups"—caused by failure of the kerosene vapor to ignite properly, which often-times blackened the lens and lantern. An electric motor for turning the lens soon after replaced the clock-work apparatus operated by huge weights descending in the tower.

Assistant Keeper Dolby left soon after to become Keeper at Gay Head Light, leaving Keeper Larsen as the sole operator of Sankaty.

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Shipwrecks Off Sankaty.

It would be difficult to ascertain the number of craft which have "laid their bones" in the shoals off Sankaty, but there have been many. In 1673, the Dutch ship *Exportation*, laden with whale oil, tobacco, logwood and cows' hides, came into the shore between Sankaty and 'Sconset. The cargo was saved but the ship was lost. In 1774 the sloop *Rochester* and the schooner *Lowden*, bound for the Coast of Africa on a whaling voyage, were wrecked on Great Rip, to the east of Sankaty, and but for the fine weather the crews would have perished.

On the morning of Dec. 21, 1812, the English ship *Sir Sidney Smith*, prize of the American privateer *General Armstrong*, was sighted on Bass Rip with the seas breaking over her. The crew took refuge in the shrouds and watchers ashore were force to stand by, powerless to aid, while the crew perished. A packet under Capt. Childs put out from the harbor but was forced back when the ice forming on her bows nearly sank her.

Many craft which became entangled in the shoals eventually went up the shore to go on Great Point, or to the south, to strike on Pochick or the "Old Man." In 1846, the ship *Earl of Eglington*, from Liverpool to Boston, struck on South Shoal and then the "Old Man," finally being beached at Nobadeer, and four of her crew were lost trying to gain the shore. The French ship *Louis Phillippe*, with 167 passengers and a $500,000 cargo, became caught on Great Round shoal, drifting (rudder-less) to the south and driving ashore at Tom Nevers, but was Providentially saved from going to pieces by the skilled work of the two island steamers.

A vessel loaded with lime was seen afire 5 miles off Sankaty in the September following the station's establishment and a brig was seen to rescue the crew. The ship *Jacob A. Westervelt*, with 800 passengers on board, bound from Liverpool to New York, grounded on Old South Shoal, within sight of Sankaty, and only the heady work of Pilot David G. Patterson, of Nantucket, saved her.

In April, 1887, a 3-masted schooner was sighted from Sankaty, wrecked on Bass Rip. She proved to be the *Cora Etta*, of Rockland, Me. All on board had perished.

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The English iron steamer *Canonbury* was seen from Sankaty on the "Old Man" shoal, off 'Sconset. Her crew was saved but the vessel became a total loss. This was in March, 1888, and a month later the bark *Katahdin* anchored off Sankaty, leaking badly and a boat's crew came ashore for supplies. On Oct. 27, 1889, a 3-masted schooner was sighted from the tower showing signals of distress. She was the *Kate Foster*, of Machias, Me. bound to New York. A northeast gale swept her away, even though her masts had been cut away and her anchors were down. Her captain was lost, but the crew was taken off the wreck near Noman's by a steamer.

The Italian bark *Nostri Genitori* was abandoned off Sankaty in Dec. 1889, and the crew went ashore. Is "Rose & Crown," 15 miles to the east Quidnet, but tugs from Boston cam down to tow the bark to safety.

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The most famous incident, however, occurred on January 20, 1892, when at daybreak from the tower Keeper Remsen sighted the 3-masted schooner *H. P. Kirkham*, a wreck on landers went off to the craft from He immediately telephoned to the Coskata life-saving station, and Captain Walter Chase and a boat's-crew rowed out in a freezing gale to take the crew from the rigging and bring them safely ashore, after a battle which had lasted 26 hours, during which the gallant crew had been given up for lost by their families and friends on shore.

* * * * *

On January 21, 1857, during a long "freeze-up," the steamship *New York*, from Glasgow to New York, anchored just above Sankaty. She was short of coal, and the islanders made two hundred and twenty trips, with 115 tons, from town to 'Sconset over snow blocked roads, to coal the big steamer. By strange fact, the steamer, which had left Scotland on January 5th brought the first news to reach the island from the mainland of America—Nantucket having been "frozen in" since that date—and the steamer having received U. S. newspaper just before sailing from Glasgow.

* * * * *

Keeper Larsen and His Family Spent Twenty-Nine Years At Sankaty.

When Engene N. Larsen came to Sankaty from Minot's Light in September, 1914, he brought his family from their residence at Hull. Mr. and Mrs. Larsen then were the parents of a boy, Eugene, born in Norway, and a girl, Alice, born at Thacher's Island, off Gloucester. During the next two decades at Sankaty five more children were born to them—Marie, now Mrs. Hartwell Thurston, of Nantucket; Thelma, now Mrs. Hubert [illegible]monson, of Auburndale, Mass.; Ethel, now Mrs. Vernon Hamilton, of Worth, in Texas; Helen, now Ernest Walters, of Springfield, and Evelyn, who became the bride of William Munroe, of Kalamazoo, Michigan, on Tuesday of this week.

During their twenty-nine years at Sankaty, Keeper and Mrs. Larsen have made the station one of the most outstanding on the coast. On various occasions Sankaty received the Commissioner's Stars—2nd highest award which stations receive for excellence. In the summer of 1[illegible] Sankaty received the Commander's Pennant, the highest honor a lighthouse station may receive. In raising the coveted pennant, Keeper Larsen established a precedent which added greatly to his credit, and he maintained his noteworthy record to the day of his retirement this week.

Congratulations were also extended to Mrs. Larsen, who has had an important role in Sankaty's outstanding record.

Lieut. Robert Stark, who made an inspection on the day of Keeper Larsen's departure, declared the light in remarkable and splendid condition. The young Coast Guardsmen who now "take over" are fully aware of the light's reputation.

MEMORANDA. 1850

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Whipping the rack from the crest of the sea?

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Like lilies of bone o'er the wave-touched dead?

Or again when the moorlands stretch away,
In the goldgen glow of an August day,
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To the west the moorlands—above the sky—
In all the vast silence — just God and I!

Catherine Ray Eger

Written at Quidnet, 1920.

GREAT POINT LIGHT

NANTUCKET

"I know an isle, clasped in the sea's strong arms;
Sport of his rage and sharer of his dreams;
A barren spot to alien eyes it seems,
But for its own it wears unfading charms."

OUR COUNTRY.

"In her intercourse with foreign nations
May she always be right;
But our Country, right or wrong!"

—0—

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Written at Quidnet, 1920.

SANKATY

With graceful poise
Near sea turquoise,
It stands by day, a signal tower.
Through nights cloud-swept
And with darkened stars
It lights the way till morning-hour.

—0—

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Written at Quidnet, 1920.

SONS AND DAUGHTERS OF NANTUCKET

ORGANIZED 1894

PAST PRESIDENTS

IN THE ORDER OF ELECTION

1894—1895—Alexander Starbuck.
1896—1897—Henry Macy Upham.
1898—1899—1900—William F. Macy.
1901—1902—Laurence Gardner.
1903—1904—John A. Coffin.
1905—1906—George H. Cary.
1907—1908—1909—Alfred Bunker.
1910—1911—George H. Folger.
1912—1919—William F. Macy.
1920—1921—Anna Gardner Fish.
1922—1923—Grace Brown Gardner.
1924—1925—1926—Walter Sprague.
1927—1928—Agnes Bettridge.
1929—1930—Charles T. Hall.
1931—1932—Gen. M. H. Barnum.
1933—1934—Joseph A. Campbell.
1935—1936—Joseph E. Warner.
1937—1938—Max Wagner.

SONS AND DAUGHTERS OF NANTUCKET

PRESIDENT

MAX WAGNER

VICE-PRESIDENTS

AUSTIN T. BUNKER — ROY E. FIELD
CHARLES H. PHINNEY — NORMAN BROOKS
LILLIAN B. MERRITHEW

SECRETARY

MILDRED H. BROOKS

TREASURER

C. EDWARD ALLEY

WEDNESDAY EVENING, NOVEMBER 15, 1939

TWENTIETH CENTURY CLUB, BOSTON

—0—

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Program

SOCIAL HOUR

BANQUET

ROLL CALL

ANNUAL MEETING

MRS. VIOLA STAVELY, CONTRALTO

BEN AMES WILLIAMS, AUTHOR OF "THREAD OF SCARLET"

THE EVENING PRIZE

COL. BENJAMIN HOLT TICKNOR

MRS. VIOLA STAVELY, CONTRALTO

MOVING PICTURES, "NANTUCKET'S BEAUTY IN COLORS"
FILMS BY COURTESY OF EVERETT U. CROSBY.
SHOWN BY HERBERT N. RASELY OF BELMONT.

INSTALLATION OF OFFICERS

AULD LANG SYNE

Menu

FRUIT CUP
RUSSELL

CREAM OF CELERY SOUP
MITCHELL

TOASTED CRACKERS
BARNARD

ROAST SIRLOIN OF BEEF, MUSHROOM SAUCE
GARDNER STARBUCK

SPICED WATERMELON
COLEMAN

ROASTED POTATOES
BUNKER

NANTUCKET TURNIPS
COFFIN

HUBBARD SQUASH
MACY

HEARTS OF LETTUCE, RUSSIAN DRESSING
CARTWRIGHT

HOT ROLLS
WORTH

COFFEE
PINKHAM

APPLE PAN DOWDY
SWAIN

ICE CREAM
RAY

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THE ISLANDER

I dream of the east wind's tonic,
Of the breakers' stormy roar,
And of the peace of the inner harbor
With the long, low Shimmo Shore.

I want to sail down from Wauwinet
As the sun drops low in the west,
And the town, like a city celestial,
Looks a fitting abode for the blest.

I long for the buoy-bell's tolling
When the north wind brings from afar
The smooth, green shining billows
To be churned into foam at the bar.

Oh, for the sea-gulls' screaming
As they sweep so bold and free!
Oh, for the fragrant commons,
And the glorious open sea!

For the restful great contentment,
For the joy that is never known
Till past the jetty and Brant Point Light
The Islander comes to his own!

—Mary E. Starbuck.

WITH PROPER APPRECIATION IN MEMORY OF THE SUBJECT, BENJAMIN F. CLEVELAND, AND THE AUTHOR, JOSEPH A. CAMPBELL.

"BENNY CLEVELAND'S JOB"

When portents are abroad at night, and tempests lash the shore,
And mateless wives grow timid at the ocean's fearful roar,
'Tis then a gloom comes o'er me, and, with many a plaintive sob,
I long for quaint Nantucket and for Benny Cleveland's job.

In days of old brave knights were wont to guard the ladies fair,
Or rescue lovely maidens from the robber baron's lair;
But on no such quest chivalric was our Benny forced to roam—
He kept his knightly vigil each night at some fair dame's home.

His fee as Guardian Angel all Nantucketers well knew,
'Twas fifteen cents for one night, or twenty-five for two;
So, trustful in his watchfulness, wives gave themselves to sleep,
To dream of absent husbands in their journeys o'er the deep.

And husbands, tossed in fragile craft, midst wild tempestuous seas,
Gave little fear for loving hearts who lived at home in ease,
For, confident as faith itself, they knew that none could rob
Their Lares and Penates when Ben was on the job.

To his fathers Ben's been gathered these many, many years,
But no memory is more cherished in the minds of Island dears,
And while frequently at sewing bees, they oft love to recall
The halcyon days when Benny was protector of them all.

Now, having met the 'Tucket girls, 'tis very clear to me
That Benny was a wise old owl and excessive was his fee;
For, free of charge on stormy nights, you bet that up I'd bob,
To try and displace Benny from his most alluring job.

When portents are abroad at night, and tempests lash the shore,
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CLASSIC COLONIAL

Nantucket-style

Greek Revival gem — the Jared Coffin House

On an antique Brussels rug sit Sheraton desk, chest, bed

Stately stairway with red hand-woven chenille carpet

French headboard, with iron, brass, and mother-of-pearl

EVERY SUMMER Nantucket swarms with tourists from all over the world who come to sniff the perfume of wild flowers on its moors, of pink roses clambering in floral chains across housetops, or the bracing, faintly iodized scent of ocean spray. They walk the elm-shaded streets with homes of silver-gray shingled charm or Greek Revival elegance and exquisite joinery—all of them tight to the street and to neighbors on either side. There's a reason for this plan: Left at home by their husbands, the sea captains' ladies took comfort from closeness to one another and to the street in which went on "the pass," a promenade diversion they could enjoy from their front windows. And from the "widow's walks" of their clustered-by-the-sea homes they could watch their mariner husbands sail out and home again.

Tourists marvel at how happily untrammeled by the march of progress is this island, 30 miles off the New England coast—at latitude 41°16′36″, west longitude 70°6′06″. The marine terms are apropos, for Nantucket was home to a seafaring Quaker society, whose dislike of idleness helped turn this dot in the Atlantic Ocean into the capital of the whaling-oil empire of the world by mid-19th century. Second only to idleness in disrepute with the Quakers was ostentation. Nevertheless the Quaker sea captains and crews bought the best-quality goods of the seven seas they roamed in search of whales. So the rigid Quaker rules were bent a bit as the Quaker captain, turned prosperous whale-oil merchant, came home laden with riches—tapestries, silks, porcelains, Canton china, lusterware, silver, Sheraton furniture, and Oriental rugs.

One such merchant was Jared Coffin, who had plenty of wherewithal and a socially ambitious wife. For her, in 1845, he built the imposing Greek Revival house shown on these, the two preceding, and the two following pages. It had three stories—one more than any other house had had before or has had since in Nantucket—but that didn't satisfy Mrs. Jared Coffin. The tiny island with its insular ways was too confining for her ambitions, so after one year the Coffins moved to Boston and a vaster social sea.

Nantucket's holocaust of 1846 destroyed a third of the town, but the brick walls and slate roof of the Jared Coffin House survived the blaze. The once-affluent town—rocked first by fire, then by a youthful exodus in California's enticing gold rush, and later by the discovery, in 1855, of ways to refine crude oil for illumination—kissed its golden age good-by. And so Nantucket became a drowsy town with a dwindling population and pocketbook. Building stood at a standstill from the 1860s to after World War I—a loss that proved to be a blessing, because it saved the town architecturally and decoratively from the excesses of Victorian style then bedizening and bedecking the booming mainland.

Meanwhile, the island was being transformed from a whaling port into a summer resort. To encourage and accommodate the tourist trade, the Nantucket Steamboat Company, after the 1846 fire, bought the Jared Coffin House, turned it into a "publick house," and dubbed it Ocean House. Over the years the place passed through many owners' hands; unhappily some of them were meddling hands that desecrated its classic facade with porches and other additions, or "warts," as the natives call them. It was in a sorry state when the Nantucket Historical Trust came to the rescue, bought it in 1961, rechristened it the Jared Coffin House, and set about restoring it to its original state as the neoclassic residence of a wealthy shipowner of the 1840s—to serve as a year-round inn for paying guests who savor tradition, authenticity, and the quiet mien of a less cacophonous age.

Thanks to the work of New York architect Erroll Coffin, a descendent of the original family, and James Hendrix, A.I.D., interior designer with William Pahlmann Associates, the Jared Coffin House has been stripped outside and in of the accretions that blighted its design purity. As there were no records of its original interior furnishings, Mr. Hendrix gathered typical ones used by wealthy Nantucket whaling captains and merchants of the era—much of which is extant in Nantucket homes today that have been lived in continuously since the 1830s.

Furniture styles range from Queen Anne, Chippendale, Hepplewhite, Sheraton, and English Regency to early Victorian. Some 6,000 yards of drapery and upholstery fabrics, embroidery, and crocheted bedspreads in the splendidly furbished inn were made on the island by local residents drawn into Nantucket Looms, a handicrafts project of the Nantucket Historical Trust, the purpose of which is to restore and improve the economic welfare of the island as well as to preserve its historic landmarks. ##

Nantucket Mills

The Round Top Grist Mill.

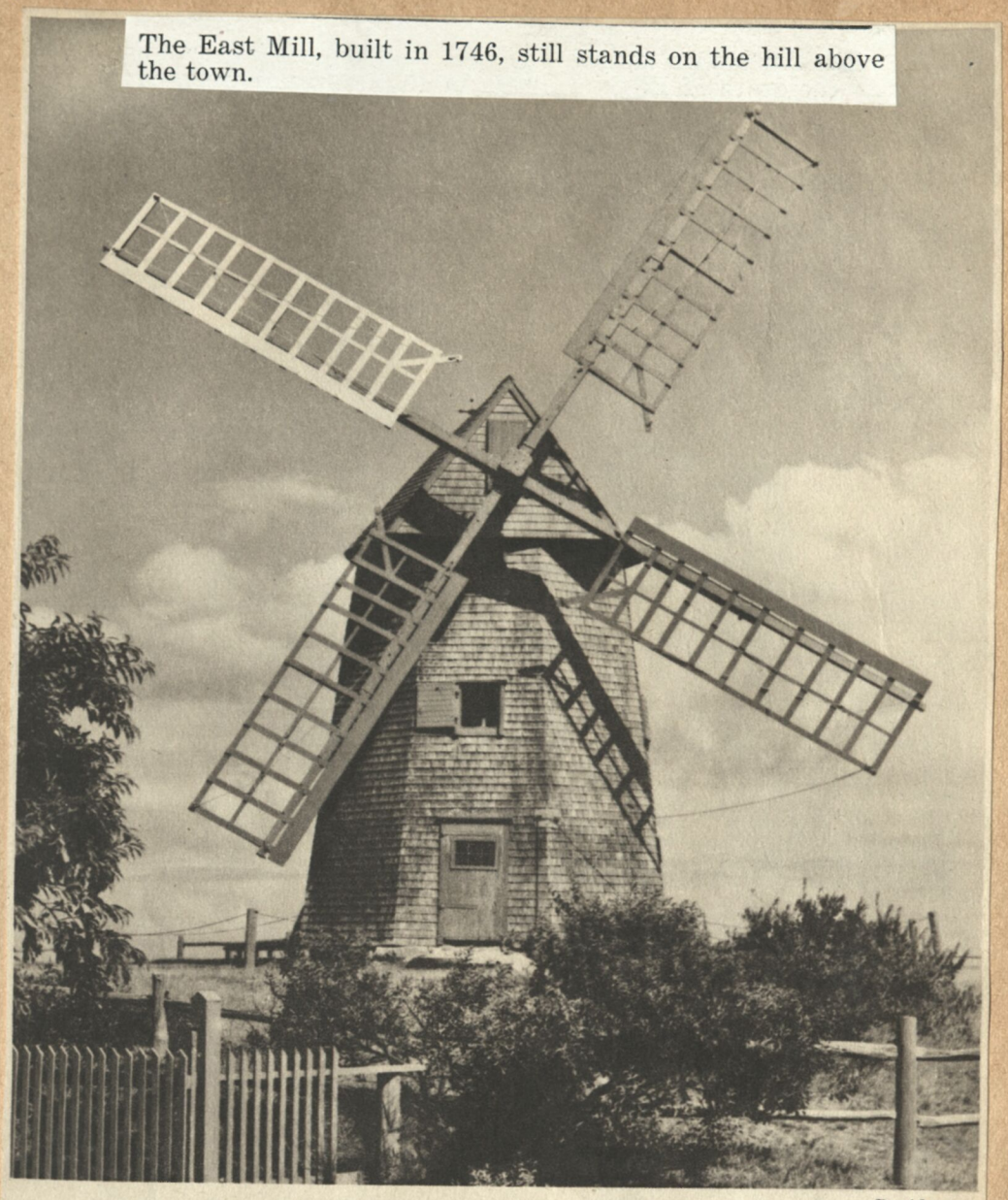
There are doubtless many people still living who can recall "the round-top mill", for it was in existence until 1873. This mill stood on the high ground near the North Cemetery, to the north of what the younger generation call "the mill-pond", and only a few feet from the road which connects Grove Lane from North Liberty street.

The "round-top mill" was distinguished from the other mills on Nantucket (and at one time there were four in a row standing on Mill Hills) by the peculiar shape of its roof and by the absence of the long "tail" that was used for turning the top of the other mills "up into the wind". It was actually the last mill built on Nantucket for grinding corn, having been erected in 1802 by Joseph Chase.

As will be seen from the illustration, "Joe Chase mill", as it was commonly known, had a wheel attached to one side of the top, over which an endless rope ran, hanging nearly to the ground. This wheel was about twelve feet in diameter, and the contrivance served the same purpose as the long tail on the "Old Mill", it being set in motion very easily. It is said that the miller's assistant, being alone when a lot of corn was to be ground, happened to pull on the wrong side of the hanging rope, which caused the vanes to revolve so swiftly that the storer in the hopper became heated and came near setting the building on fire. A passer-by, having more presence of mind than the assistant miller, ran up to the mill and gave a pull on the rope which immediately stopped the vanes.

Captain Joseph Chase operated the mill up to a short time before his death in 1832, when it went into the possession of his brother, and from that time on passed through numerous ownerships. It was finally taken down in 1873, and one of its millstones was used in the base of the Soldiers' Monument on Main street, which was erected in 1874. The other stone was used in Cormie's blacksmith shop on South Water street.

Helen Lewis, VII-B.



The East Mill, built in 1746, still stands on the hill above the town.

Davidson

THE OLD NANTUCKET MILL

This mill is 200 years old and the last of four mills which provided flour and meal for the early inhabitants of the island and feed for the animals. It was built with timber from wrecks and pegged with hickory pins. See page 37.

Nantucket windmill raises its arms to the warm Summer breeze.

NANTUCKET'S OLD MILL

Nantucket's Historic Wind-mill. Its History And Traditions. How it Operates.

Since the "Old Mill" has again been placed in operation and the islanders and summer visitors have seen its vanes turning in the southwest breezes, we have been asked for information about the mill, how it happened to be built, its peculiar mechanism, when it was last operated, etc. The story of the famous landmark was printed in these columns in 1913, in a copyrighted article, and was subsequently printed in pamphlet form, copies of which have long ago been exhausted.

In response to the numerous requests, and to answer the many questions that are heard daily, since the mill began doing business again just as it did in days of yore, we are reprinting the article herewith, as it appeared in the issue of June 28, 1913:

Copyright in 1913 by H. B. Turner.

The "Old Mill" was built in 1746 by Nathan Wilbur, a Nantucket sailor who had visited Holland in the course of his roamings and gained a knowledge of the methods used in that country of employing wind-power for grinding grain and sawing wood. Wilbur thought the method could be used to advantage on wind-swept Nantucket, and although the islanders "threw cold water" on his scheme from the start and refused to co-operate with him in the project, even taunting and ridiculing him while he was at work on it, he stoutly maintained that his plan was feasible and finally proved it to the satisfaction of the islanders.

Oaken beams, washed ashore from wrecked vessels, furnished the material for the frame work of the mill, while deck planking of white oak, still as tough and firm as when pinned into the vessel, was available for the exterior.

Wilbur cut and shaped the ship timber with a kit of tools brought from England. Piece by piece the frame-work rose from the ground. Its shape was octagonal. Nails were too expensive for fastening, and screws and bolts were unknown; so every part of the frame-work was held together by pins of hickory wood, driven with a hammer through holes cut in the timbers. Although the mill, from the roof to the ground is fifty feet high, Wilbur designed and constructed every part of it, except the grindstone shaft, and assembled the various parts. Only when he was ready to set the "machinery" and grindstones in place did he need help.

The material for the upper portion was hauled up, piece by piece, by means of a rope and pulley fastened to the top of a wooden beam set firmly in the ground. In this way he placed the pieces in position without other aid.

The four wings or arms of the wheel driven by the wind are each thirty feet in length, having a maximum width of six feet. When in operation they are covered with sail duck lashed to the frame-work with tarred cord running through brass eyelets in the cloth. In order to furnish means for bringing the vanes "up to the wind," Wilbur secured an old spruce mast, 50 feet long and 12 inches in diameter at the top, from among the wreckage that had drifted ashore, and fitted the upper end into the movable top of the mill, and the lower end into the hub of a wheel resting on the ground.

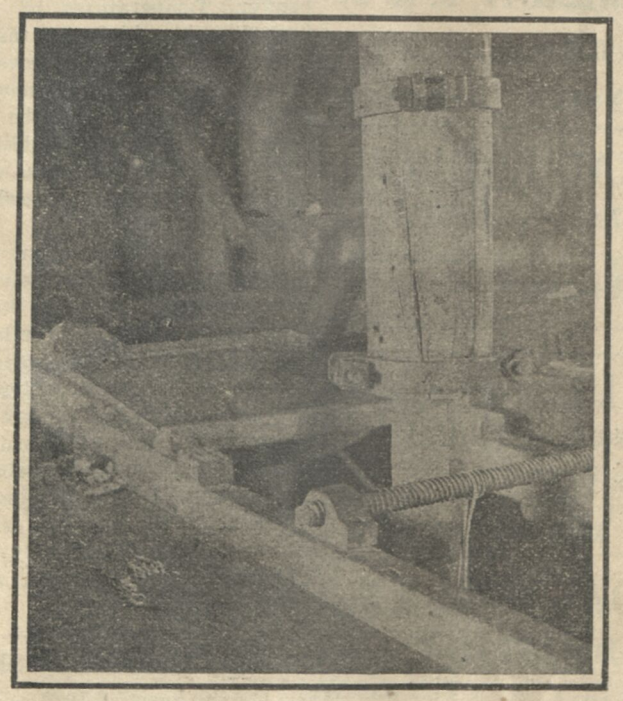
The interior mechanism of the mill is remarkable from an engineering standpoint. What might be termed a "driving wheel" is set at the top of the mill, made entirely of oak and turned by the vanes outside. There are no spokes, as the wheel is solid, planks an inch in thickness extending from the hub to the rim. The rim itself is no less than a foot square in thickness, composed of sections cut into concave shape, so that the whole forms a circle which is eleven feet in diameter.

The sections of the rim are also held tightly by wooden pins, and the exterior of the rim was at one time covered with a band of iron. Projecting from the inside of the wheel rim are wooden cogs. These intersect another set of hickory "teeth," each three inches in length, which are wedged into the vertical shaft that revolves the upper grindstone. Consequently, as the driving wheel turns, it also turns the shaft and the upper of the two stones which grind corn. Such is the process that performs the actual grinding, the meal pouring into a hopper on the floor below.

The grinding shaft is another novel feature of the mill. Though nearly all the material which went toward the mill was "home-made," even oak was not strong enough to revolve the granite grindstone, as it is a foot thick and six feet in diameter, with a hole for the driving shaft only four inches square. Wilbur solved this problem by making a combination shaft. He had a bar of iron forged in England, of the length required, and of a width that would exactly fit the hole in the stone. Above the grindstone the iron was fastened to the wooden shaft by clamping the ends together with a heavy iron "collar" or band.

As it was necessary to control the force of the wind at times when the velocity was too great, and the mill might be damaged by turning too rapidly, the builder designed a crude brake which counteracts the force of the wind and controls the speed of the wind wheel when necessary. It consists of a heavy oak beam, to one end of which a box of stone weighing several hundred pounds is attached.

One man can raise and lower the box, so carefully is the weight adjusted. The end of the beam projects under the shaft extending from the hub of the wind-wheel into the mill. It is held loosely in a rope noose, and when it is necessary to check the speed the box of stone is loosened and the weight presses down. On the principal of the-see-caw, the other end moves up and presses against the wind-wheel shaft. This brake is also used to stop the wind-wheel at night, or when operations are suspended.



The shaft which is operated by the wind-mill. It was never repaired, although in operation nearly 150 years. The shaft was cut out of oak, and all iron, including the shaft end that fits into the stones, was brought from Great Britain.

The capacity of the mill is ten bushels an hour when operated at its greatest speed, and but one man is necessary to perform the operations.

In the early part of its life the mill had two owners, one-half belonging to Eliakim Swain, the other half to John Hay. In 1750 it was purchased by Timothy Swain, who died in the mill on duty, and after his death it was bought by Charles Swain and known as "the Charles Swain mill." Then it passed into the possession of his grandson, Nathan Swain, and in 1828 was bought by Jared Gardner, in a deplorable condition, for the sum of twenty dollars, "for firewood."

Gardner was a wheelwright by trade and he thoroughly repaired the mill, so that it was again in good condition and capable of grinding corn. Several times he offered it for sale, but it did not pass into other hands until 1855, when George Enos purchased it, and in 1864 he sold it to Captain John Murray, who ran it only two years.

In 1866 it was bought by John Francis Sylvia, a Portuguese miller, who had for his assistant Peter Hoy, who later became custodian. From that time on the big vanes gradually became idle, however, until in 1892, after a few bags of meal were ground and sold as souvenirs, it ceased its activities for thirty-eight years. It then stood, summer and winter, a mute sentinel on the hill, its vanes occasionally being damaged by the gales during the past twenty years, but its interior mechanism remaining firm and intact—a testimonial of the thorough workmanship of Nathan Wilbur so many years ago.

In 1897 the mill passed into the possession of the Nantucket Historical Association, as a gift from Miss Caroline L. W. French, of Boston, that it might be preserved as a landmark. A tablet, suitably inscribed, appears just inside the door-way, on which is the following:

This Mill, Built 1746,
was bought and presented
to the Nantucket
Historical Association
in 1897 by
Miss Caroline L. W. French,
of Boston, Mass.

When it came into possession of the mill, the Historical Association had its exterior thoroughly repaired and the next season opened it as "a place of interest" to summer visitors. One of Nantucket's famous whaling masters, Capt. Charles Grant, was placed in charge of the mill as custodian, and upon his death Capt. Timothy M. Dunham, a retired Nantucket boatman, took charge, the mill being "open to visitors" from June to September each year. On its register appear the names of thousands of persons from all quarters of the globe.

At one time, in the last part of the eighteenth century, there were four mills standing in a row on what is now called "Mill Hills." Benjamin Whippey owned the west mill, Uriah Bunker the next one, Barnabas Bunker the third, and Timothy Swain, above-mentioned, the fourth or east mills on the "Hills" was destroyed by called the "Old Mill.'

In reviewing the past in connection with the "Old Mill" it seems almost beyond belief that Nantucket could have at any time raised enough grain to keep five mills in operation, but the fact is beyond question. Beside the four mills which stood in a row on "Mill Hills," there was a fifth located on the site of the present "New North" cemetery, which was known as the "Round-top Mill." There are persons yet living who can recall when the "Old Mill" and the "Round-top" were both in operation and doing an active busi[ness].

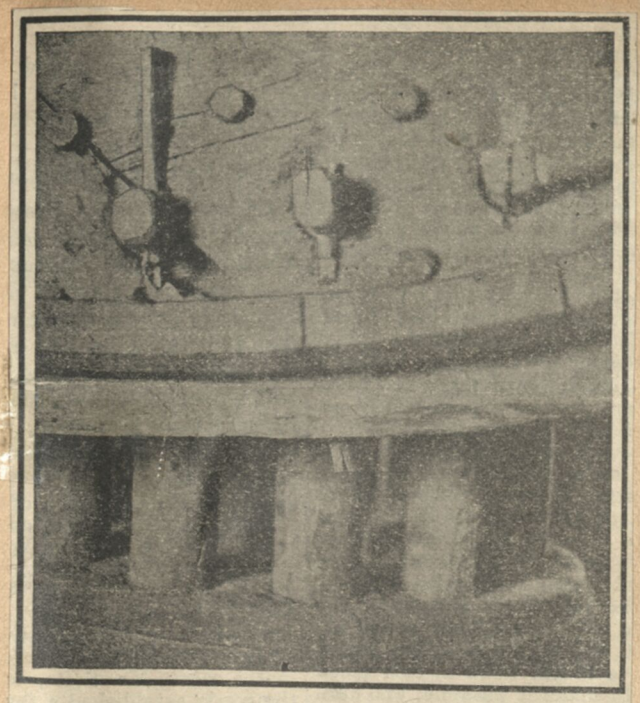
History says that one of the four mills on the "Hills" was destroyed fire in 1765.. In 1836 another was purchased by the town to test the practicability of gunpowder to demolish the building, and the experiment proved an entire success, the old mill being blown into atoms by the explosion. A third was torn down, having outlived its usefulness, which left the present mill—the east of the four—alone on the "Hills," and upon the removal of the "Round-top" in 1873, it became the sole survivor of the five which were once busily at work grinding grain for the inhabitants of Nantucket.

Tradition has it that during the war of the Revolution a cannon ball from an English man-of-war passed through the mill, closely grazing the miller's head. Standing upon so high an eminence it must have been an easy target for the marine gunner.

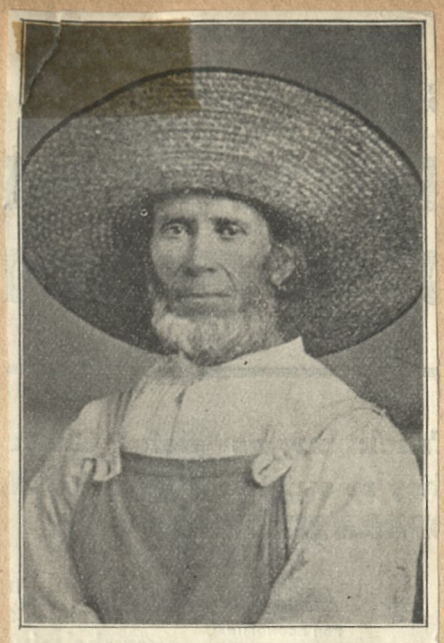
Another incident which gives to the "Old Mill" a touch of romance occurred in 1848. Several young ladies were watching the slowly-moving vanes one day when the wind was very light, and one of them, posibly from some irresistible force of mi[nd] seized one of the vanes and [was] carried up to its loftiest point. H[er] stricken at her exploit, the [other] girls rushed to inform the mill[er] in his alarm for her safety, [he] put on the brake and stopped [the mill] which threw the girl to [the ground] with such force that she [received] fractured limbs and was [otherwise] injured, although ultimately [she recovered] from the accident.

The only other ac[cident] in connection with the o[ld mill] the "Old Mill" was when a careless cow strayed from the herd and while grazing came within the vanes as they were being whirled around in the stiff breeze. The cow was instantly killed, her back being broken when the vane struck her.

History says that the first mill built on Nantucket was owned by the famous Tristram Coffin, who assumed a contract to construct a windmill for grinding grain for the inhabitants of the town, after the person to whom the contract had at first been awarded had failed to comply with its terms. The Indians' stone mills—which consisted of a rock with a cavity upon its top, in which another large stone was rolled to crush the grain—passed out of use with the advent of the white people on the island and the custom virtually belongs to that period known as the "stone age." The historic "Old Mill is a relic of an industry of the eighteenth century



Interior of mill showing stones for grinding corn; how they are turned by wooden cogs; also the rim of the great wooden wheel into which the cogs fit to cause the stones to turn.



THE OLD MILLER.

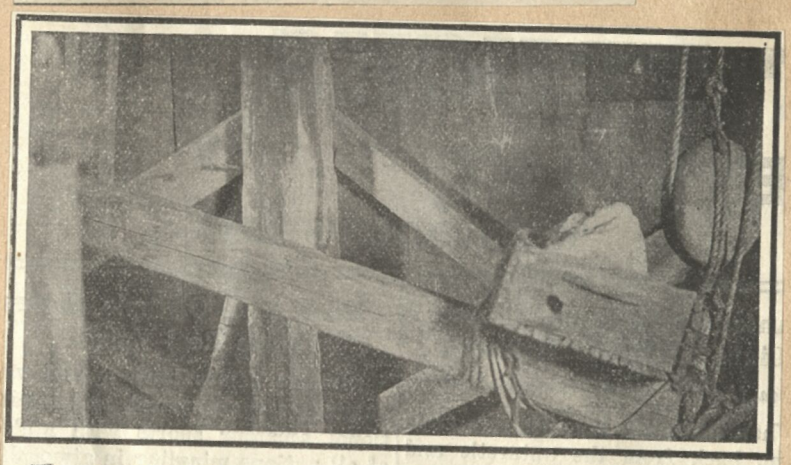
WANTED

Attendant for the Old Mill.

Interesting work for a man who feels he cannot do hard, physical labor.

Good compensation for the summer months.

Write to "Old Mill," Box 541, Nantucket. June 8, 1946



The stone brake by which speed is increased and decreased by a box loaded with stone set on controller beam operated by pulley.

THE SPIDER MILL

The Spider Mill was situated at Prospect Hill Cemetery, on the right hand side of the head of Joy Street. This mill was built in 1759. It was known as the Samuel Bunker Mill up until 1796.

This mill, previous to 1821, looked the same as the other three mills situated along side. It had vanes and a long tail. It was later equipped with eight horizontal bars radiating from the top, to each of which, when running, a jib-shaped sail was attached.

Easter Sunrise Service on Mill Hill 1963

About 100 members of the First Baptist, Centre Street Methodist, and First Congregational Churches attended the Easter Sunrise Services at the Old Mill Sunday morning.

The service opened with a trumpet solo, "God of Our Fathers," played by Arnold Browning, and was followed with a Call to Worship by the people.

The ministers of the three churches participated in the service. Rev. Samuel Ames Walker read a Devotional Poem; Rev. David A. Garrecht read the Scripture Lesson from John 20:1-17, and the principal address was given by Rev. Glen R. Schwarz, who also offered the benediction.

Three hymns were sung and music was furnished by a trio composed of Mr. Browning, trumpet, and Kenneth Browning and Miss Melodie Watts with their saxophones. all members of the Baptist Church.

$4,100 Reward Offered For Nantucket Arsonists

Special to The Standard-Times 1970

NANTUCKET — Rewards totaling $4,100 were set up yesterday afternoon for information leading to the arrest and conviction of those who set fire to the old mill on Mill Hill and the old town jail on Vestal Street, both historic buildings more than 200-years old.

The fires are believed to have been deliberately set by members of the hippy element in retaliation for the police drug raids and arrests that netted 28 defendants Thursday.

A reward of $2,000 was announced by the officials of the Nantucket Historical Association, while directors of the Pacific National Bank had a special meeting and voted another $2,000 reward. Selectmen and employes of the town working in town building offices added another $100 by personal contributions.

Funds Sought

Bernard Grossman, a summer resident of Wauwinet, who served as chairman of the Nantucket Historical Association Fund Drive last year, today announced the Society is launching a drive for funds to restore the interior of the old jail, which was almost completely destroyed, and to install electronic protection equipment in all of the buildings under the control of the society. He expressed the hope that both the permanent and summer residents of the island would contribute generously to the fund drive.

Members of the state police narcotics division, under command of Lt. William R. Gross, returned to Boston last night after a fruitless all-day hunt for the 11 more persons for whom warrants were issued for narcotics violations. It is believed these persons, all island residents, disappeared from their usual haunts when one of their number happened to observe the arrival of the state troopers at the airport early Thursday morning.

Last night all of the historic buildings on the island were under special guard by members of a 35 man auxiliary police force that was organized five weeks ago when rumors of plans by the hippy element to stir up trouble spread throughout the island. Sgt. Paul F. Smith reported today there were no incidents of trouble throughout last night.

Loss Estimated

Fire Chief Irving T. Bartlett declined to make a positive statement on the damage caused by the fire at the old jail. Several island carpenters who viewed the ruins estimated the cost to restore the interior of the structure to its original appearance at between $6,000 and $10,000.

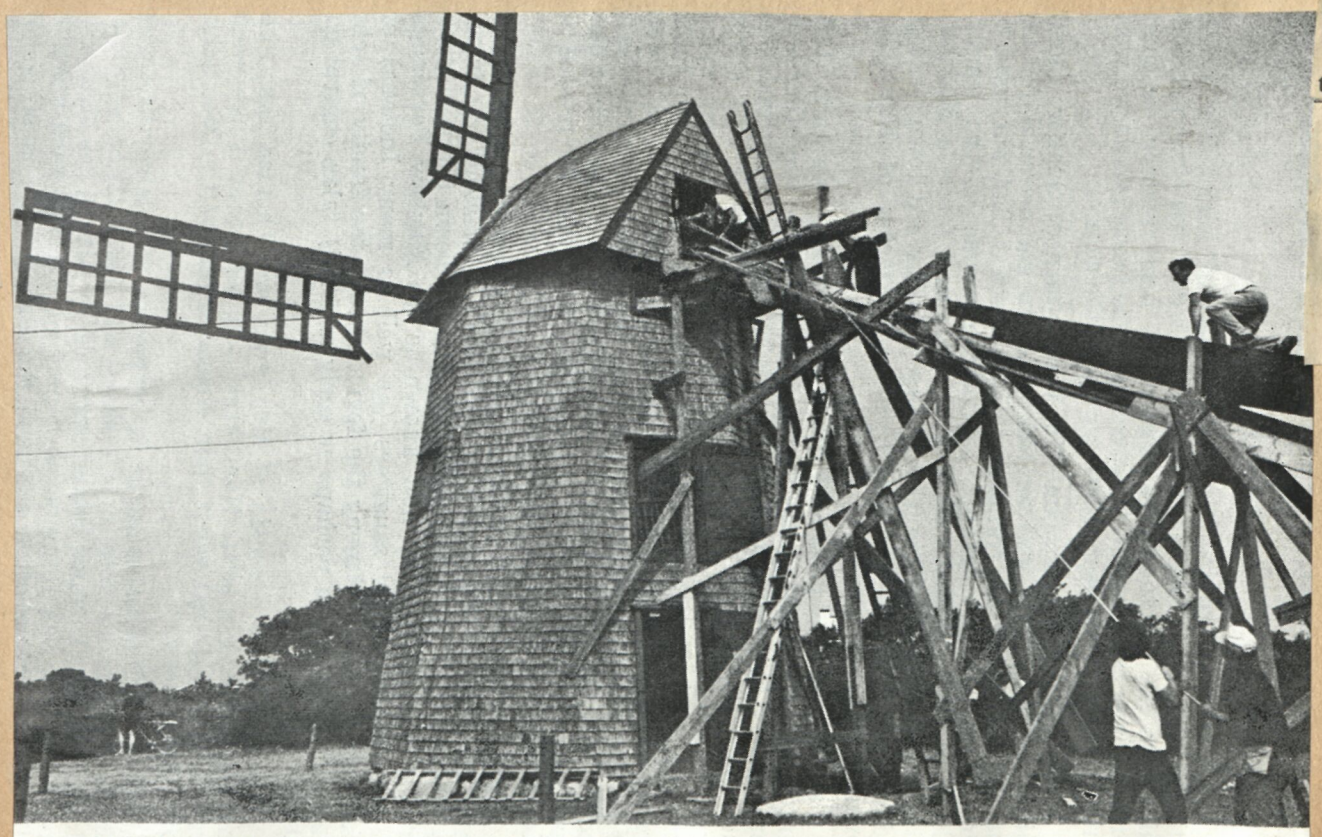
Through the alertness of Patrolman Robert Hunt, who discovered and quickly extinguished the fire at the old mill, the damage to this tower-style structure was minimal.

Members of the Nantucket Historical Society as well as long time island residents, highly commended the two policemen for saving the old mill structure.

All of the historic sites and shrines on the island will remain under guard indefinitely police Chief Wendell H. Howes said today.

Photo by Charles Folger

The charred shingles of the Old Mill presented mute evidence of the narrow escape from destruction by arsonists. 1970



The Old Mill with its new "mast," the timber used to turn the mill top into the prevailing wind.

Old Mill to be repaired; will operate again 1972

After two years of search, the Nantucket Historical Association has found a replacement for the massive wooden pole which runs from the top of the Old Mill to the ground. This vital replacement will enable the Old Mill, one of the island's foremost attractions, to work again, possibly by the end of the summer.

The pole runs from the mill's revolving top to a stone wheel on the ground. By pulling the pole and wheel along a track the windmill's sails can be brought into the wind, producing enough energy to grind corn.

The Old Mill has been idle for thirteen years because its present pole was too week to do the job.

The new, penta treated cedar pole is sixty-five feet long, twenty-three inches in diameter and weighs 3,800 pounds. It is presently resting on the grass beside the mill. It had been on order for two years when the Historical Association finally turned to Marine Lumber Company. A pole of the correct specifications was quickly found at a lumber company in New Hampshire specializing in telephone poles.

According to Leroy H. True of the Historical Association, renovation work will be done as quickly as possible, but it will take some time.

Richard Swain stated that a whole new framework have to be built, for the replacement pole. The revolving top of the mill will have to be greased and heavy machinery used to set the pole in place.

The Old Mill was last operated in 1959, the three hundredth anniversary of the founding of Nantucket. Before that time visitors could buy bags of corn actually ground by grindstone and antique wooden machinery.

Built in 1746 by Nathan Wilbur, the Old Mill's framework is of oak beams, some salvaged from ship wreaks. It is held together with hickory pins. The Old Mill is the sole remaining of five windmills which origionally stood on Nantucket.

Both Mr. True and Mr. Swain said it will be a great pleasure to see the mill operate once again.

1994-5

The Old Mill is presently being re-shingled. The Historical Association, at its monthly Council meeting on Tuesday, voted to leave the vanes on the Mill this winter, rather than have them removed and stored for "the duration". Consequently the island sky-line will retain its friendly, familiar appearance, with the Old Mill keeping its normal silhouette against the western sky.

-Nantucket Banks-

THE PACIFIC BANK IN 1831. PAINTED BY HATHAWAY.
Original is in the Nantucket Atheneum Library.

The Cobblestones. In 1837 the business section was first paved with cobblestones brought from Gloucester. Paving continued to the "Starbuck Houses" in 1852.

Pacific National Bank Building. Bank incorporated 1804. Building erected 1818, rear part arranged as cashier's home. William Mitchell, cashier 1837-1861, set up an observatory on the roof from where Maria, his daughter, on October 1, 1847, discovered a comet, giving her world prominence and launching her career as an astronomer.

Meridian Markers. At the curbing, south of the bank, there stands a stone monument set by William Mitchell in 1840, which lines up with a similar monument on Fair Street in front of the Friends Meeting House. The monuments, marked "northern extremity" and "southern extremity," denote Nantucket's meridian line and were used by Mitchell to determine the true north for his extensive work of surveying Nantucket land.

THE PACIFIC NATIONAL BANK, 1954

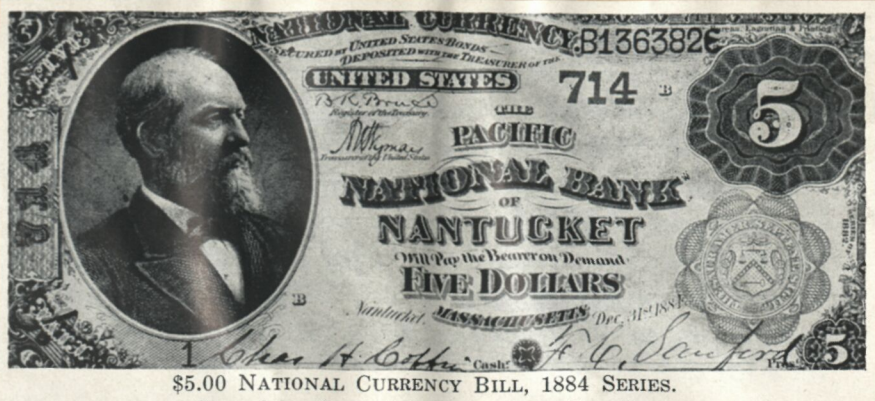
$5.00 Note, Nantucket Pacific Bank, 1808.
Signed by Tristram Hussey, President,
and Nathan Comstock, Cashier.

Early Check, Pacific Bank, 1848

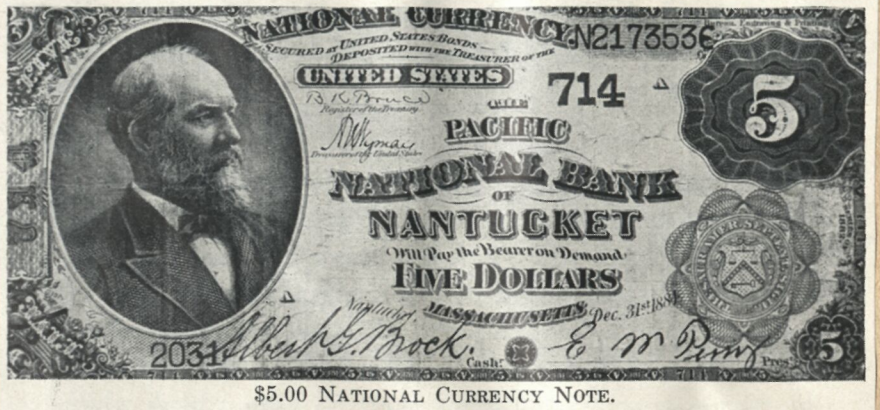
$5.00 Note of Pacific Bank, 1855
Signed by John W. Barrett, President, and William Mitchell, Cashier

$5.00 Note. Pacific Bank, 1855.
Signed by John W. Barrett, President, and William Mitchell, Cashier.

$1.00 Note, 1855, Pacific Bank,
Signed by John W. Barrett, President, and William Mitchell, Cashier.



$5.00 National Currency Bill, 1884 Series.
Signed by Frederick C. Sanford, President,
and Charles H. Coffin, Cashier.

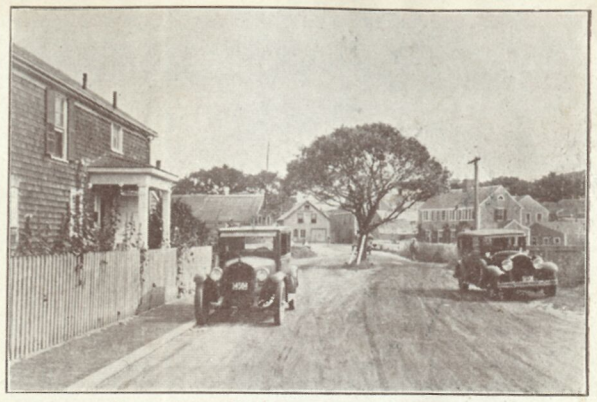


$5.00 National Currency Note.
Signed by Edward W. Perry, President, and Albert G. Brock, Cashier.

$5.00 Note, Pacific National Bank, 1904 Series.
Signed by Albert G. Brock, President, and George C. Rule, Cashier.

A nineteenth century view of Main Street, looking westward. The Union Lodge stands directly behind and next to the more simple and austere architecture of the Bank.

Aug 1952



Easy Street With Its Napoleon Willow.

CLAMBAKES AND LOBSTER PARTIES are part of the fun on Nantucket, where "summers are five Septembers long." With sea air and sunshine go drinks of light, dry Puerto Rican Rum—always bright, never heavy. **Tip On Broiling A Lobster:** Nantucketers use basting sauce of 1 oz. Puerto Rican Rum to each ¼ lb. of melted butter.

LIFE ON EASY STREET. Delicious Puerto Rican Rum highballs accompany lobster feast on porch of the Easy Street home of artist Robert Deeley as Nantucketer Robert Stark explains old harpoon tip to marine artist Charles Lundgren. The Island's use of rum in highballs stems from whaling days when the prevailing drink was rum and water. Seated is Elias J. Lyon, Nantucket realtor. **Rum Highball Recipe:** 1½ oz. Puerto Rican Rum; ice, soda, ginger ale or water; twist of lemon or dash of bitters, if desired.

SOUTH WHARF where "West Indies Goods" (rums for Nantucket consumption) were unloaded in the era of whalers and packet ships. Above, 78 year old fishing captain Arthur McCleave, descendant of whalers, is the Island's oldest active fisherman.

Near Commercial Wharf

Come and Play!

"Oh come and play in Easy Street"—
That's what they bid us do;
They're calling all the townsfolk,
And all the "strangers", too.

The "summer people" come between,
They're sometimes like "our own",
They're Islanders misplaced at birth,
If once the truth were known.

They're beautifying Easy Street
For one long summer day.
Our Hospital needs endless funds,
So come and pay your way.

Nantucket men once saw queer folk
At many a port o' call;
We're told that down in Easy Street
We soon shall meet them all.

For we're to play in Easy Street
Those calls are now returned,
And though the courtesy is late
It is by no means spurned.

And down in Easy Street you'll find
All sorts of sights to see,
And don't forget among them all
The one historic tree.

Around Napoleon's lonely grave
Its ancestors once grew;
From St. Helena saplings small
Were started here anew.

So all fare down to Easy Street
And help to make it gay,
And come prepared to spend a lot!
You may be glad some day!

—*Mary Eliza Starbuck.*

Pine Street, Nantucket

'Snow Ramparts along Easy Street"

Main Street

Corner Main Street, Nantucket

House built in 1820 for the President of Pacific Ntl. Bank

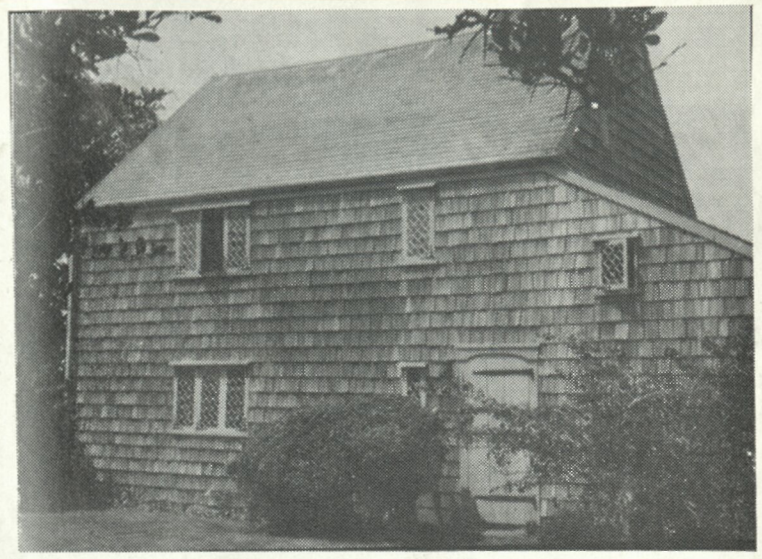
Corner of Main and Orange Streets — always a busy spot — as it looked in 1873.

Main Street at the First Bend.

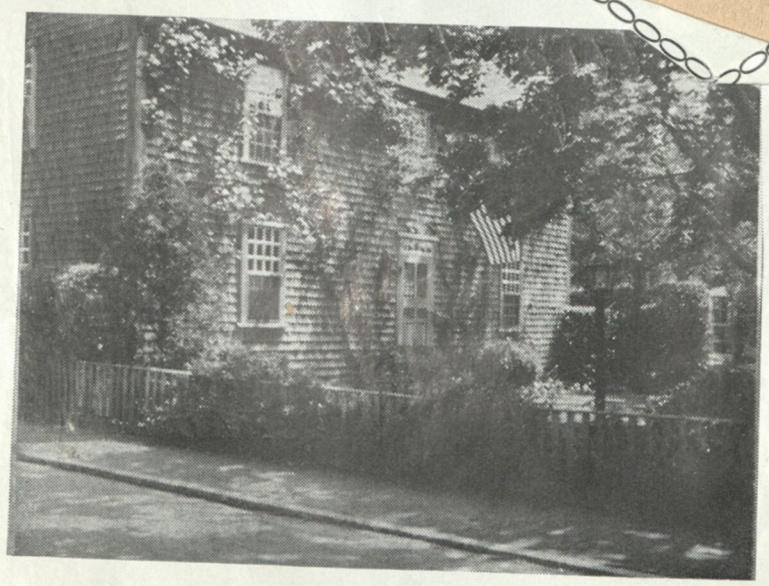
Upper Main Street, Nantucket From a lithograph by Ruth Haviland Sutton

JUNE 17, 1944

The summer home of the late A. W. Ellis. An historical gem —the second oldest home on Nantucket—153 Main Street.



139 MAIN STREET — Was originally known as the Joseph Gardner house. It probably was built about 1690. It was purchased in 1927 and restored by Miss Gladys Wood, the present owner. The building is of lean-to type with 2 stories in front. In the rear it slopes down to one story, and the house is noted for its steep pitched roof, massive timbers, casement windows and seashell masonry. The chimney is 9 feet wide at the base.



105 MAIN STREET -- Was formerly known to Nantucket families as the Tobey house. It was built in 1690 and moved from the old Town of Sherburne, the original settlement on the Island, about 1729, when it is believed the western section of the building was probably added. It was for a long time lived in by Tristram Starbuck. In 1757 Christopher Starbuck presumably added the second floor back. In the 1920s it was restored to its present condition, and is now the home of Mr. and Mrs. C. A. Kilvert of Providence, R. I. The exposed floor joists, oaken summers and corner posts, wide floor boards and the great fireplaces are of a special interest.

Main Street, just above the Monument, gave Henry S. Wyer an opportunity to get one of his classic snow scenes at the turn of the century. The house in the center background, now the home of Dr. and Mrs. Cassaday, was once the residence of Captain James Bunker, owner of the tall clock.

MAIN STREET

Snow in the Center of Town

When Main Street Had Its Sleighs

SLEIGHS OUT IN APRIL.

In an article appearing recently in a nationally-known magazine, there was an interesting account of horse-racing in the winter in the snow-covered streets of a Vermont village. Although there were never any of such organized racing down Main Street in Nantucket, there were many occasions when fast horses in sleighs had a "hook" on the Square, speeding from the Bank down to Pacific Club. When the snow fell too deeply for carts to make the rounds of the town, many of the merchants used sleighs. Before the admission of the auto to the island in 1918, the above picture was a familiar winter scene on Main street, and although some thirty-three years have passed the view will "seem like yesterday" to many Nantucketers. About 1883

MARCH 11, 1916

Genuine Old-fashioned Snow Storm For Nantucket.

March 1916

Nantucket has been visited by one of the real old-fashioned snowstorms—at least, that is what the older residents called the storm which swept the island from late Friday afternoon week until mid-forenoon on Saturday. The island was certainly buried in heavy snow, the wind howled, and the temperature hovered around 20 degrees above zero, the whole making an ideal combination for the traditional "real old-fashioned snow storm." Of course the memory of man is fickle and although the official records show that there have been heavier snow-falls within the memory of the present generation, it is not surprising that the storm of Friday and Saturday last was generally conceded to be "the worst I can recall."

As a matter of fact, it actually was the worst snow storm ever recorded on Nantucket in the month of March, but eleven years ago (in January, 1905) there was a storm which brought nearly double the amount of snow, and there have been several other storms in December, January and February during the last twenty-five years which have been worse than this one. But the storm of March 3 and 4, 1916, will go down in history as a record-breaker for March, even if it did not equal that of January, 1905, and the other occasions set down on the official records. The total snowfall, according to the Weather Bureau, was 11.9 inches—that is, had the snow fallen on a level it would have been 11.9 inches deep. The highest velocity attained by the wind was 75 miles from the northeast at 2.01 a. m., Saturday, and it was some storm, too, without any semblance of a lull from the time it started Friday afternoon until it ceased Saturday morning. But it did not break any of the official records—except for the month of March—notwithstanding the general impression that it was "the worst snow storm we remember."

As we went to press last week the storm was just brewing. A heavy snow was commencing to fall and the wind was freshening. The Weather Bureau's bulletin foretold that something out of the ordinary was coming and the conditions seemed to be just right for the predictions being fulfilled to the very letter. All night long the snow continued to fall—snow which piled up quickly on the ground—snow which stuck wherever it struck until the wind increased to such an extent that it began to drift—and the night was a wild one indeed. The street patrolmen and the men of the Coast Guard had rough experiences in covering their beats, for it was clearly the worst night of the winter.

Morning dawned on Saturday with snow still in the air, and with the entire island buried under heavy drifts. The streets and sidewalks in the town were many of them impassable and the roads in the outskirts and out of town were completely blocked. If January of eleven years ago brought a heavier snowfall (as the records state) it certainly did not pile any bigger drifts about the town than did the storm of Friday night and Saturday morning; neither did it cause the street and fire departments any more trouble. To clear the streets of the town was a problem after the storm was over. It was the worst kind of snow to shovel and when the work first started shovellers were scarce. As the morning progressed, however, the weather conditions moderated and by afternoon there were actually men in search of work—and anyone wanting work found it.

Looking up Main Street the morning after the heavy snowfall of February 16th, 1914. Note the "automobiles excluded" sign on the tree at the right.

MILK STREET NEAR CORNER OF SARATOGA.

The Tax Collector's sidewalk was nicely cleared of snow on the morning of the 11th, but the big heap on the outer edge showed that it had been some job for a spring morning. April 11

"Tax Collector"
Arthur H. Gardner

From Easy Street

Main Street in Winter

Business Section of Main Street before the Great Fire of 1846.

1893

[From the Brockton Enterprise.]

A STORY OF THE GLACIAL EPOCH OF NANTUCKET.

BY F. W. OSBORNE.

They were prisoners at Nantucket, for the Ice King held his sway
From "The Point" beyond "Coskata," to "Muskeget," far away.
For weeks the sun rose o'er the harbor, and with frigid glare it shone
O'er the stiffened, silent waters where the Ice King had his throne.

There were brave hearts at Nantucket, but the cold king's reign was long,
And they knew that famine threatened, with its gaunt and awful form;
For even now the thrifty housewives with dismay beheld their store
Vanish into hungry stomachs, when they knew there was no more.

But the old bell, ever faithful, golden-tongued, within the tower,
Sung its sweet notes to the people o'er the island ev'ry hour;
Day and night it seemed to tell them, echoing dreamlike thro' the air:
"*Ye ne'er can drift beyond, O, children, the jurisdiction of God's care!*"

Still gaunt-eyed Famine close and closer into empty pantries peered;
Watched with jealous gaze the housewives cook the eels their husbands speared.
Thus the people of Nantucket lived along from hand to mouth,
Praying for their great deliverer—balmy breezes from the south.

While the famine stared the fiercest, one eve, within the twilight hour,
A maiden by the old church wandered, 'neath the ancient bell and tower;
She paused by that historic structure, with sweet face upturned toward the bell,
While, like ghosts of the dead day, 'neath it, slit the incoherent shadows fell.

There, within the shadows kneeling o'er a hard and icy stone,
The simple child poured out her heart-ache, in quivering accents o'er the throne;
Yes, in lisping tones she's praying, with a childish faith, serene.
To that great, grand Soul above us, yet unseen:

"O, Dear Dod! please brin' ye steam-boat, wif sum vitles, pitty quick,
For vere's lots of fin's were wantin', an' my mommer, she is sick;
So, if you will send ve fin's down—an' don't fordit some yeastcakes, ven
I fink my mommer will get better. So, Dear Dod, dood-bye! Amen!"

"Amen! Amen!" the old bell murmured, as it caught the child's refrain,
And carried it beyond the shadows, high above the frozen main.
If God's grand portals ever open to the knocking of the heart,
They were opened wide that evening by the maid's unstudied art;

For, early in the morning hours, Hull and Clark went up and down,
Crying out "The steamer's coming!" and electrified the town.
The people on the hillsides gathered; eager eyes were strained afar,
To behold the welcome vision of a hull or sail or spar.

Ha! away there toward the north'ard comes their namesake slowly down
Around the Point to old Coskata, with salvation for the town!
Then away toward their "Mecca" from the village went the trains,
As the caravans of Afric cross the desert's famined plains.

All the trains came back well loaded with sustenance for man and beast,
And the Lord among the good things slipped a thousand cakes of yeast.
There is gladness in Nantucket, as soft the old bell echoes there:
"*Ye, ne'er can drift beyond, O, children, the jurisdiction of God's care!*"

"Christian Science Monitor" May 25, 1937.

Cobbles and Elms Survive Island Changes

Nantucket Remains Quaint Despite Motors

courtesy New England Steamship Company

Main Street, Nantucket, Mass.

Upper—Automobiles Joggle Over Paving-Stones Whereon Horses Once Clumped and Iron Tires Rattled
Lower—Summer Scene Before Arrival of Motorcars

NANTUCKET, Mass. — Where Goodman Thomas Macy fled from Massachusetts to escape persecution for sheltering Quakers and sailed by small boat with his family to Nantucket Island, he found friendly Indians aplenty and no stern Puritans. His island became a haven for those who dared to differ from the stern Massachusetts churchmen.

Such were our thoughts as our boat sailed into Nantucket harbor on May 18, 1918. Suddenly a commotion on the wharf quickly turned our attention to the present. On the dock, men were throwing their hats into the air and cheering lustily.

We had been touring the coast guard, naval and air stations along the Massachusetts coast and now were scheduled to impose our programs on sailor lads at Nantucket, who were spoilt by all kinds of entertainment. We knew we couldn't be objects of so much acclaim. It was quite embarrassing to descend the gangplank amid such applause and the cries of "Look, look!"

"Look at what?" we asked someone standing beside a two seated carriage to which a span of bays was harnessed.

"That, strangers! That you see up there," pointing to a shining, black object on the boat, "is the first automobile to come to Nantucket."

Thus we were honored by landing with the first imported automobile after the feud over whether "to be or not to be" had ended in favor of the car.

The salesman of that first auto was clever. Any Islander who wanted to ride in it had the chance. The dealer drove carefully, so that horses would keep on drowsing by the curbstones, or esle would amble along on four legs, instead of dancing by on two. Yet that was the beginning of the end for Dobbin at Nantucket.

There is nothing in New England quite like this sandy, rocky island, which Daniel Webster called "the unknown city in the ocean," and which Macy and his friends bought from Thomas Mayhew for "thirty pounds and a beaver hat for both Mayhew and his wife."

Whaling Era

Main Street still has cobblestones, where shady elm trees that line it on both sides were planted in the middle of the nineteenth century by Charles and Henry Coffin, at the same time that descendants of Josiah Sturgis set out the pine trees now seen on the Island. Once, Nantucket boasted of much timber, but the pioneers soon used it for building and heating their houses.

Nantucket has had its ups and downs, rising to affluence and then knowing poverty, but it boasts a Golden Age. That was, when the whaling industry made its appearance. That was the day when a young lady would not condescend to marry a young man until he commanded his own whaling ship, and when to be listed in Lloyds was of social significance.

Houses were built in the substantial Georgian style and remain so today—attractive doorways, fanlights and cornices which still delight visitors. Newcomers built Georgian, when it is impossible to buy an old house, although there is no need today for the "widow's walk" of whaling days.

On that first visit in 1918 we were ahead of tourists; and with the exception of the automobile salesman, were practically the only "off-islanders" during the week end. We ate in dining rooms where Quakers once met and we looked as long as we wished at the homes of descendants of Coffins, Mayhews, Folgers and Garners. We were even invited to enter some of them and also to enjoy the gardens which were still in the budding stage.

At 'Sconset

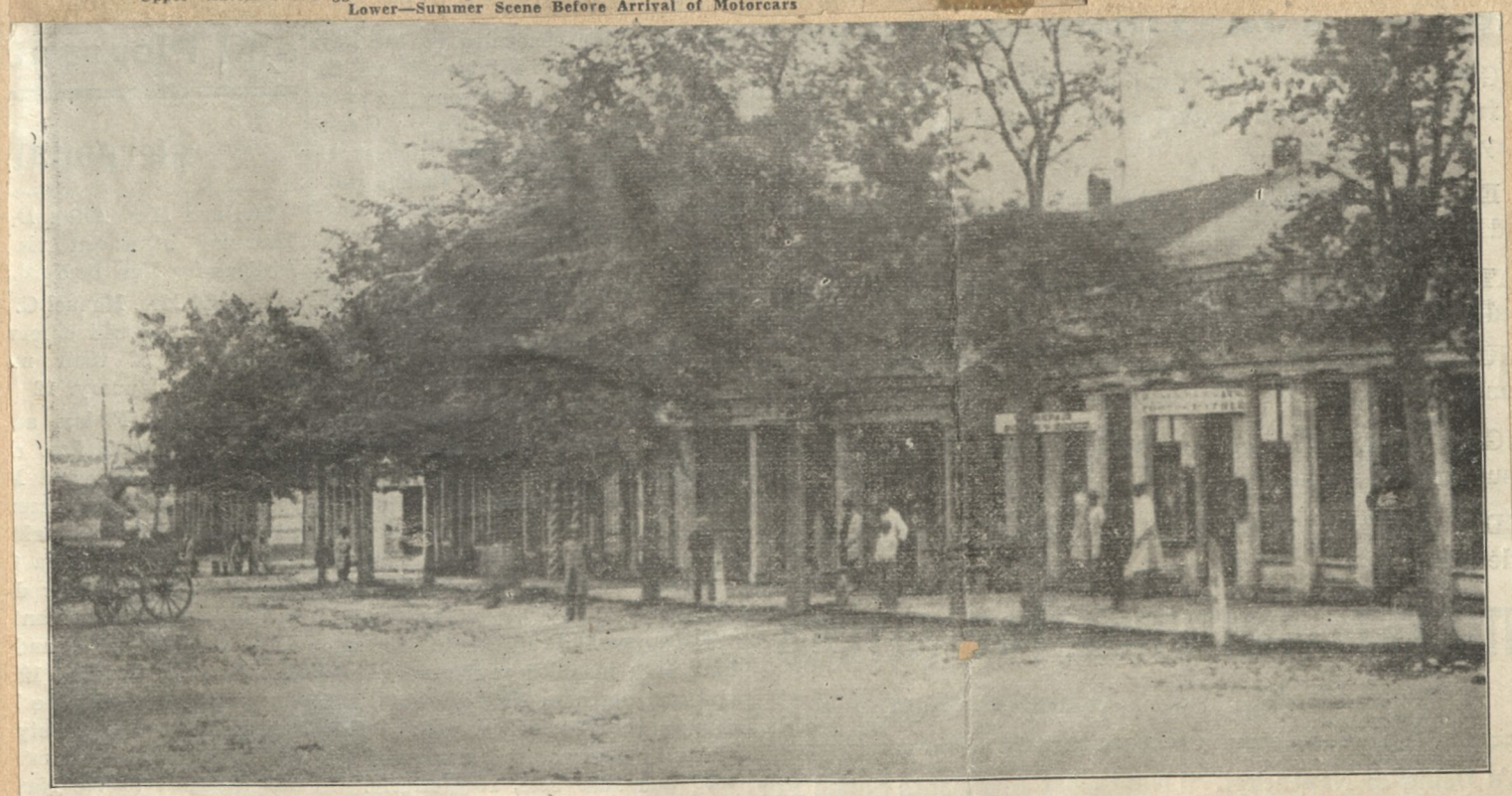
An island of contrast is Nantucket. Its quiet harbor suggests placid inhabitants—save when the first auto arrived. Drive eight miles across moors of bayberry, heather and scrub pines and there is 'Sconset, where Neptune cuts up all the pranks he likes as he comes dashing against the cliffs from over yonder by Portugal. summer colony of artists and actors. located at 'Sconset, where there is a Schools for every kind of culture are One can venture to live naturally. Comfortable clothes, no style, and everyone meeting on terms of good fellowship, that's the order of the day at 'Sconset.

Nantucket always seemed to be in holiday attire on our later summertime visits, with flags flying, pageants, processions and floats representing the good old days when the one big, annual merrymaking was the sheep-washing and sheep-shearing, and when even the Quakers unbent and enjoyed themselves.

The festival anciently was held near what is today known as Shearpen Hill. Fakirs came from the mainland along with jugglers and itinerant musicians to make the most of this one gala day. Long, well laden tables were ready for the men, when they stopped work for the noonday meal.

Nantucket is not quite spoiled by automobiles, although the narrow streets and lanes were never designed for them. One step inside a gate and beyond into the garden and we are back in former days. Or go to 'Sconset and look eastward, where the indigo blue of the ocean blends with the paler shade of the sky, and then landward to the little cliff villages dotted along the coast, and the charm of old Nantucket is to be found again.

M. K.



WHEN MAIN STREET'S ELMS WERE YOUNG—THE SOUTH SIDE OF THE STREET IN 1863.

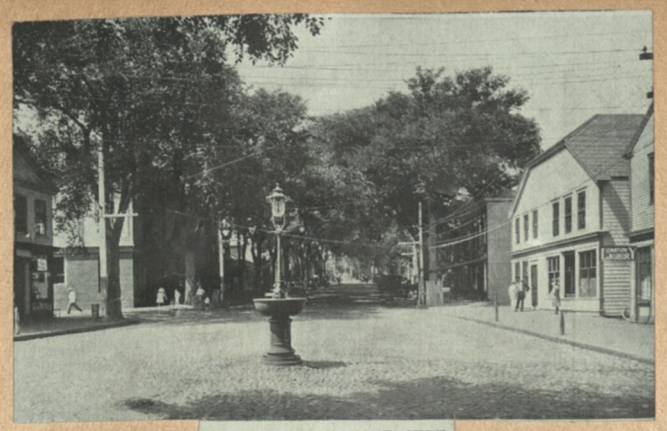
The elms were planted soon after the restoration of Main Street's business blocks and the widening of the Square from 1846 to 1851. Henry Coffin and James Thompson were instrumental in securing the young elms and seeing to it that they were planted. The view shows the vigorous start made by the elms in the first twelve years.

1883

MAIN STREET, LOOKING FROM UNITED STATES CUSTOM HOUSE.

LOWER MAIN STREET SQUARE IN 1883
The newspaper office was once on the second floor of the building now owned by the Wannacomet Water Company.

MAIN STREET, FROM PACIFIC NATIONAL BANK.



MAIN STREET, NANTUCKET

MAIN STREET, NANTUCKET, MASSACHUSETTS

E-7192

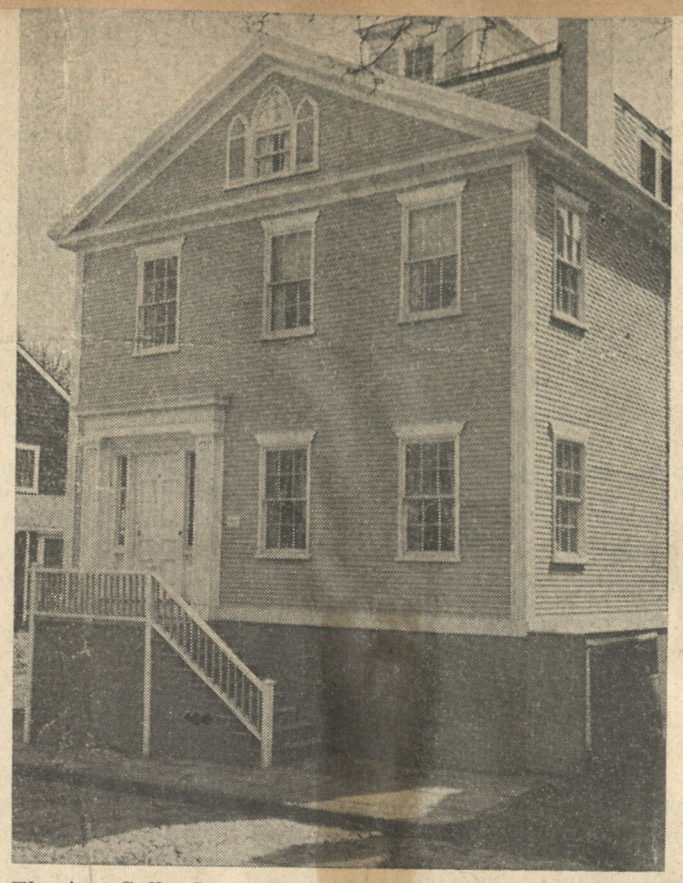
THE FOUNTAIN IS BACK

The famous iron fountain on Main Street's lower square is now back in "Max Wagner Square." Although several yards west of the old location in this area, the landmark is again gracing the lower square. Cast originally in 1885, it was brought to the Island and placed in the upper Main Street square, close to the curb in front of what is now the Brock Insurance office, where it remained for some thirty-eight years before being moved to the lower square. The photo shows Foreman George MacDonald and Bill Reis, Jr., of the town's public works department, installing the underground services. June 1968

1949

THE ELMS IN THEIR PRIME—MAIN STREET AND ITS TREES THIRTY YEARS AGO.

Automobiles had just been admitted to the island in 1919, and they soon outnumbered the horses wagons on the Square. The elms were at the height of their glory, their thickly-leaved branches curving high overhead to meet and form a green canopy —affording a welcome shade during the summer months.



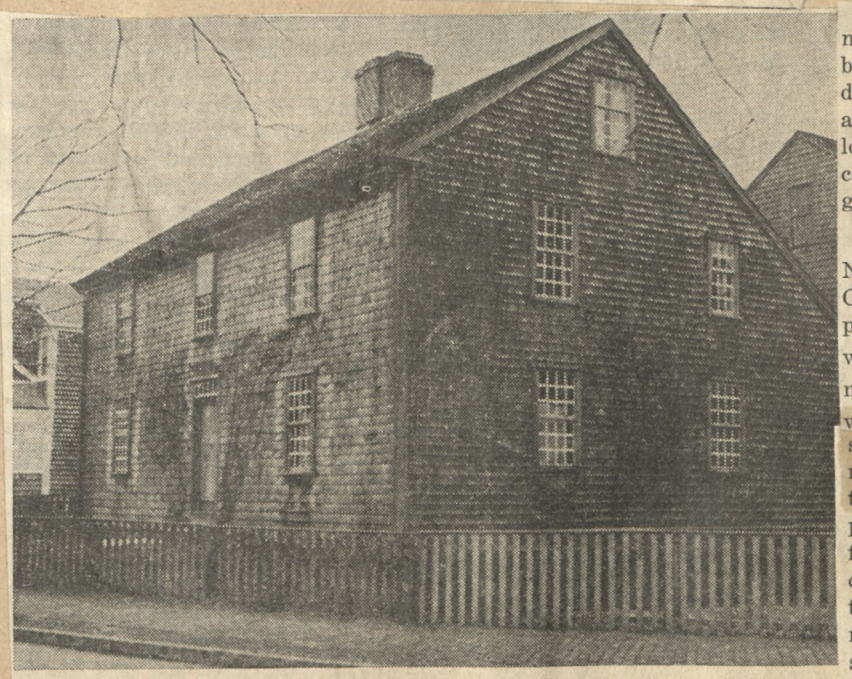
The Ann Coffin Crosby Macy House at 86 Main St. Owner, Mrs. Kent F. Matteson.

This house on the southwest corner of Main and Pine Streets, probably has some Zenas money in it. Ann Coffin Crosby received her share of the Zenas property that would have gone to her mother Lydia. Soon after her marriage to George C. Macy, this house on the corner was bought by the young people and remodeled. In the Coffin family it has always been said "Ann received this house from her grandfather Zenas."

The Seven Coffin Houses on Main St.

Over 50 children with Tristram's blood and that of Zenas, too, were born in these houses. Descendants have preserved the story that there were days when the children did not like the oncoming dinner in their own homes and easily found a welcome in some other Coffin home where the dinner was more tempting.

Yes, the Zenas Coffin house at 9 Pine Street has been "all spruced up for the Coffin reunion this summer and for the 300th Anniversary." Descendants of Zenas and even his home at 9 Pine Street would warm to the thought that again a Coffin family might own and occupy this gracious and spacious home; a bit in the spirit of Charles and Henry Coffin who, in the 1930's, built and maintained their home on Main Street "almost as memorials to their father Zenas."



The "Tobey House," at 105 Main Street, now owned by the Kilverts, is a fine example of the "lean-to" type of Nantucket home. It is now, and has been, well taken care of through the years. The house's little "front yard" contains a simple flower garden always in good taste.

As with most of the houses on the island, one finds here the weather-beaten gray shingles which gives Nantucket the name of "Little Gray Lady of the Sea." Anyone who arrives by air from New York or Boston will notice this overall grayness, as will the person who arrives by boat.

The houses were built square, and they used cedar shake shingles. These are bright when applied and it takes about three years for the glossy patina of silver to develop through the effect of salt air on them. Anyone who makes repairs on a house is restless until this lovely tone is developed with the passage of time, because the newness "sticks out like a sore thumb."

The preponderance of houses have white trim down the sides and along the roof as well as a white picket fence to decorate the front walk so that the word "trim" is appropriate, being like lace on a dress, or frosting on a cake.

The new visitor to the island will notice that most of the houses are built right on the sidewalk, or with a tiny space in front. This is due to the English traditional background. The idea was to have the maximum space for gardens in the rear of the house where some privacy would be enjoyed. If you should go up Rose Lane, you would find yourself looking into the yards of the Liberty Street houses much like the mews of old England. Here is where the carriage houses must have been in other times.

Although the houses have a stark simplicty there is always the doorway to study. There seems to be an infinite variety of treatments using fanlights, side windows, paneling and pillars according to the taste of the architect. One often finds a rail guarding the entry with a pair of steps rising from either side. The story goes that this indicates "folks are welcome whether they come from downtown or uptown."

Further proof of their neighborliness lies in the closeness of the buildings. This is said to have been due to the fact that the ships' officers and their crew were away over such long periods, the wives like the close company of friends in time of emergency.

It was convenient for gossip as well. Note that one place is named "Tattle Court." One may guess why. Another place where the news was gathered was "Up-Scuttle." Along the roofs of many houses will be seen a railed walk enclosing the chimney and a skylight or scuttle. These were on most houses during the days of extensive sailing, for the express purpose of looking out to sea for the first sight of vessels returning. The captain's family gave a silver dollar to the first little child who came running with the welcome news that the ship had been sighted and this custom is also found in a street name — New Dollar Lane. As this included the home of the Starbucks whose family owned the "three bricks" and the mansions opposite on Main Street (formerly State Street) it is probably where the most new dollars were

These "walks" were later called "Captain's" or "Widow's" walks, but the old Nantucketers just called them "walks." Scuttling up through the roof one may imagine the view they had of the stars in the days before streetlights came.

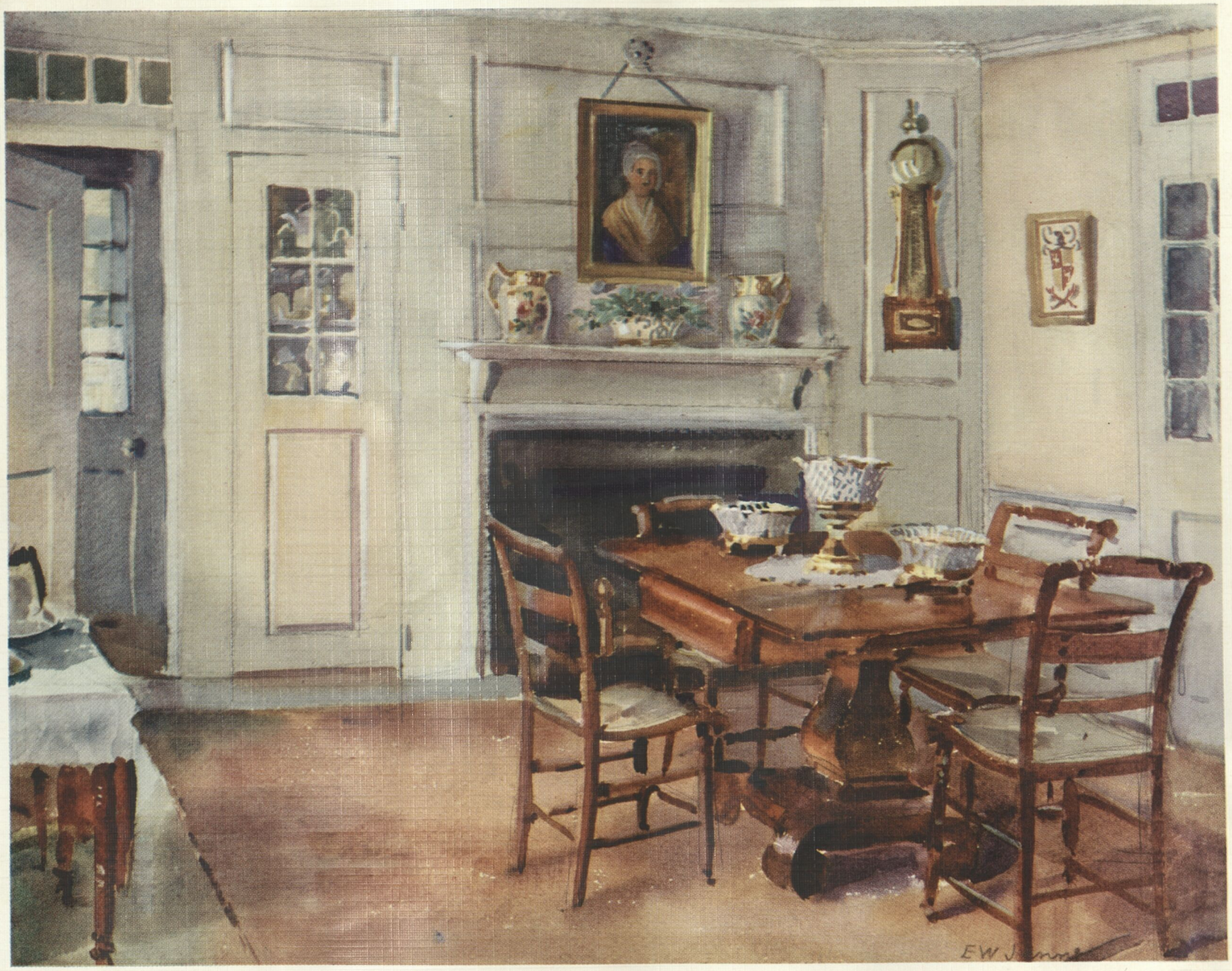
As it would take years to make a complete study of the architecture of the island, a brief resumé will you back to the olden days, even to the quaint language of the times. These were the first houses with windows. Contemporary houses will be

Although there are many "whole" houses, with five windows above a centered door having two windows on the side, the "typical Nantucket house" is called a one-sided house, or three-quarter house. Here you will find a two-story facade with the doorway below (as well as the chimney above), off-center. There is often an ell at the rear, and inside you will find paneling such as used on shipboard. The birthplace of Maria iMtchell, on Vestal Street (formerly Jail Lane) is a good example. They are built to the right or left, but have huge chimneys usually painted or plastered. They often had "round cellars" for storage of vegetables. Brick was used in the foundation.

The "double-breasted" house with full complement of windows and centered door is the most graceful. The "Dutch-capped" Baxter house on Upper Main Street is a good example of this facade, although the roof arrangement is unique. During the height of whaling, (1820 to the Civil found on West Chester, North Liberty and Main Street (Tobey House). War) some real mansions were built, many of them replacing older structures which were torn down.

Although largely a town built of wood, it was the few brick structures which saved the town in the disastrous fire of 1846 which was rampant in the business district all the way to the wharves. The hip roof house on Orange Street, the Folger block, where the Inquirer and Mirror operates, the Pacific National Bank and the Ocean House (which was the Coffin Mansion in those days), were the boundaries which saved the rest of the town from destruction — with the help of a Providential change in the wind.

While one is cruising the streets to pick out these various facets of Nantucket houses, keep a weather eye out for the shape of the chimneys, the doorways, the panes of glass which often show age in the swirls on the surface, and the "warts" which is the island name for little jogging additions on their houses. You are almost sure to get so interested that you will want to have Everett U. Crosby's "95% Perfect"; the new book called "Old Houses on Nantucket" (just out) by Kenneth Duprey or one one of many other books devoted to the island's pride and joy



The Macy Dining Room, Nantucket

Main St.

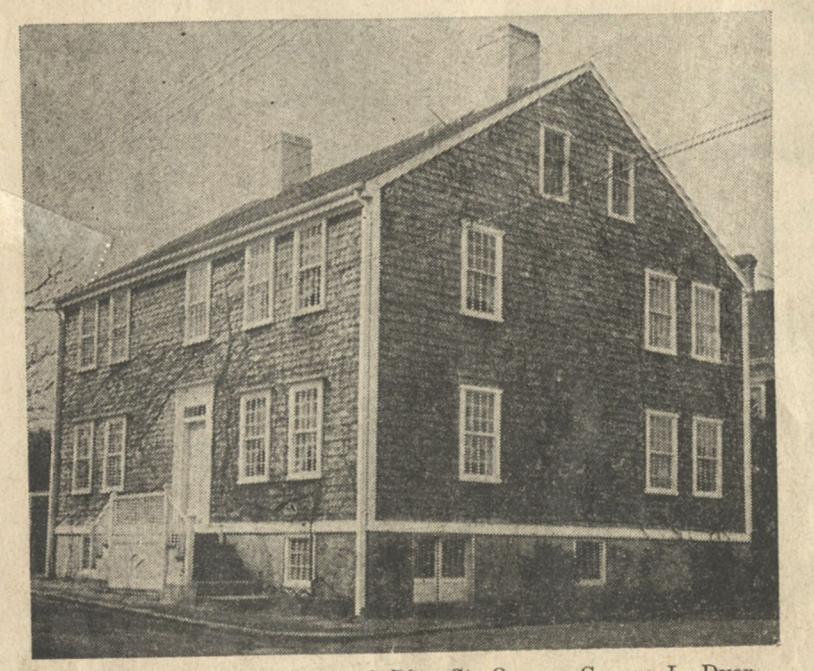
1959 Nantucket has been called an architectural jewel and it is just that, the chief reason being that during the days when the monstrosities of the Mansard roof, cupolas and gingerbread adornment were being built, there wasn't enough money available for the erection of new buildings. As it was before the influx of summer visitors, there were plenty of dwellings available to take care of housing the populace. At the time this was doubtless considered a mixed blessing but through the years it has proven to be the reason why Nantucket is different from most seaport towns.

"Give Our Daughters Houses," Said Zenas Coffin to Wife Abial

By Albert E. Whitehill

Early this spring, Mr. Louis Coffin, of Cincinnati, Ohio, stopped briefly in front of No. 9 Pine Street and commented to the write: "I see that one of the old Coffin houses is getting all spruced up for the Coffin family reunion this summer and for Nantucket's 300th Birthday celebration. I'll be back in July." He then added, "Some handsome island homes came out of that house.

That last comment led us to the thought that after all, if fathers have sons and daughters why not let's say a house sires houses. To be sure, from a large and prosperous family home, other homes do seem to follow eventually. The Zenas Coffin house at 9 Pine Street did indeed sire some



The Zenas Coffin House at 9 Pine St. Owner, George L. Dyer.

fine island houses as Zenas' sons and daughters married and built or acquired homes of their own.

It was in this "Coffin neighborhood" that Zenas built his first house at 12 Pine Street and then later, and almost directly across the street, when he became the island's richest whale-oil merchant, built the big square house which is one of the "notable houses of the island." It was during the war of 1812 that "Zenas partially turned his back on ships and whaling and became active in town problems and family interests." This was the period when he planned and built his very substantial house on the corner of Pine and Summer Streets.

Zenas had an active family of three girls and three boys. The big house was built for just such a family. "Wander through it today," wrote Will Gardner in his "Coffin Saga," "and you can picture the four women folks busy with all the household tasks. The sun shone into many windows all day; some of the cooking was done in the cellar fireplace, and the boys were running in and out, for the Coffin homes had a tradition of family freedom."

"Give our daughters houses!"

"Give our sons my business!"

Zenas often said this to his wife Abial, and all the children knew it. It was a Tristram Coffin tradition.

Charles and Henry could never forget that by Zenas' planning for the future of his family, that they, the boys, were more benefited than the girls; they had not only a business but they had also, early in their married life, two of the most beautiful houses on the island. To Charles and Henry, these houses were built and maintained almost as memorials to their father, Zenas. Charles built, in 1831, and Henry in 1833.

Zenas' youngest daughter, Mary, was the second to marry and the first of his girls to get a house. Mary was 18 when she met Henry Swift of Boston, a very young trader who came to the island frequently to buy oil and candles from Micajah Coffin & Sons. He met Mary when he was 23 and married her a few months later. With the birth of little Mary, Zenas began to encourage Henry to think of a "homestead."

"Midway between the Wharf and the Town House and on the north side of Main Street, were some old buildings. This was the site that Zenas and Henry Swift decided to buy. The deeds say that son-in-law Henry Swift paid $3,000 for the lot and buildings, but tradition says that 'Zenas Coffin bought it for Mary.'

"The fact that is evident, even today, is that a very old house was built or entered into the building of what became one of the most prized houses on the island; a two-story, four-bay house, close to the street and having, in the rear, one of the well-known gardens with a growth of box that is still the envy of many who seek to develop gardens.

On the first day of February in 1813, Lydia Coffin and Matthew Crosby were married. In the first seven years of their married life they had five children. But then, on July 13, 1823, Lydia died. Soon after Matthew married Elizabeth Pinkham who ultimately brought him 10 more children.

Before Lydia's death, the project of a house was under discussion and her death only interrupted the plan. Matthew's second marriage in no way diminished the interest that Zenas took in Matthew's family and his own grandchildren. Before Zenas died, he could look down Traders Lane from the window of his Pine Street house and see the framework of the big Crosby house going up at the Main Street end of the Lane. How much of the money to build this house came from Zenas the books do not show, but the talk of the town and the family, as it comes down to us, broadly hints that Matthew could not have carried on his big family and built a big house at that time "without some help."

Three years after Charles had built, Henry returned from Maderia and built his brick house across Main Street from Charles. Henry secured the lot intended for the library and also another lot to make room for a house like Charles', and for gardens, sheds, a conservatory, tool houses, and a barn.

Christopher Capen, "head mason," and James Field, "head carpenter," were secured to build the house as they had built the house for "Brother Charles." Henry, however, decided to have granite trim instead of the brownstone. "Charles thought brownstone was more in keeping with the Quaker principles," said Henry, "but I am not so much of a Quaker as Charles; I want my house light and bright. I want a clean contrast between the brick and the trim."

"These two houses were the last of seven houses built on Main Street with the aid of Zenas' money: two for the boys annd five for his daughters and granddaughters. The five houses built for the girls have interesting stories."

Micajah Coffin, father of Zenas died on April 25, 1827, at the age of 93 when Zenas was 63. The old trader had been able to watch his sons as they built or planned their homes. And then Zenas died in the early morning hours of July 8, 1828. He left no will. "The big house on Pine Street was like a clock that had stopped."

The value of Zenas' estate can not be accurately determined. However, the inventory made contains over 200 items, including: "Mansion house and land, barn, chaise house, and outbuildings $2,500" The inventory, as finally recorded, must have had a value of nearly a half million dollars. Zenas' widow, Abial, had little confidence in banks. She tried to get her money in gold and keep it in the house in different secret places. Abial lived to be 92 years old, and her sons and sons-in-law had to deal with her for 28 years.

Zenas did have three sons but his son Frederick was drowned at the age of 13 when a sailboat upset in the harbor. Hence it was sons Charles and Henry to whom Will Gardner referred as "Brothers and builders of the best on the island." And again he captioned a chapter in the "Coffin Saga," "Seven houses on Main Street, noble in line and purpose, have long been called 'Zenas Coffin Houses'."

"Eunice, the oldest, was the last of Zenas' three girls to marry. Year after year passed and the prospect of providing a house for her seemed dim. And then, as if to lift the minds and spirits of all, Eunice became the object of the attention of the postmaster, Thomas Macy. His wife had recently died. But two of their seven children still lived."

By the end of 1823, Eunice's decision to marry Thomas was well known and with it came an expressed desire to have a home on the Valentine Swain property on Main Street, near the liberty pole and opposite the Friends Meeting House. Zenas wanted Eunice to have her own home and to be located where she desired. On Christmas Day in that year of 1823, Valentine Swain needed money. Zenas took a mortgage on Valentine's house but Valentine continued to live in it. After several years of waiting, Zenas closed the mortgage transaction and paid him over $1,500 and Valentine and his wife, Mary, deeded to Zenas "our dwelling house in Nantucket with all the landed bounded, etc., etc."

Thomas took possession and began the reconstruction of a small house into a large and imposing house. Thomas evidently wanted a house that would impress the town for we find he recorded an elaborate plan with the

grand title of "The Thomas Macy Homestead."

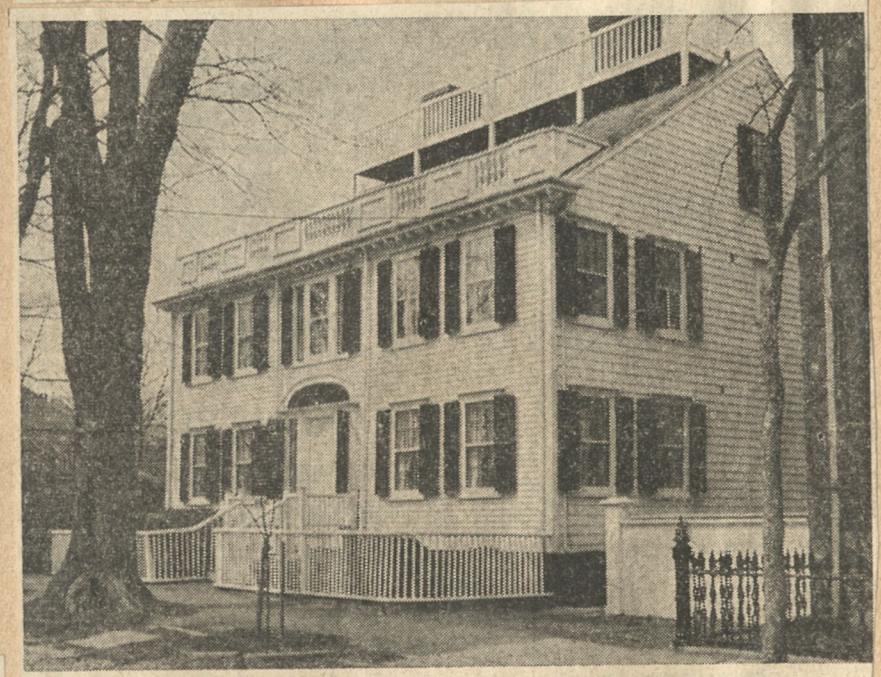
Zenas did not live to witness the construction of two of the "Seven Coffin Houses on Main Street"; those of two of his granddaughters, Mary Coffin Crosby and Ann Coffin Crosby. The grandfather's home lived on to see its own lineage move into a third generation.

Mary was eighteen years old when she was married and had just come into her legacy from grandfather Zenas therefore there has grown up a tradition that Zenas' money made possible her home.

The Henry Coffin House at 75 Main St. Owner, Mr. Henry Coffin Carlisle.

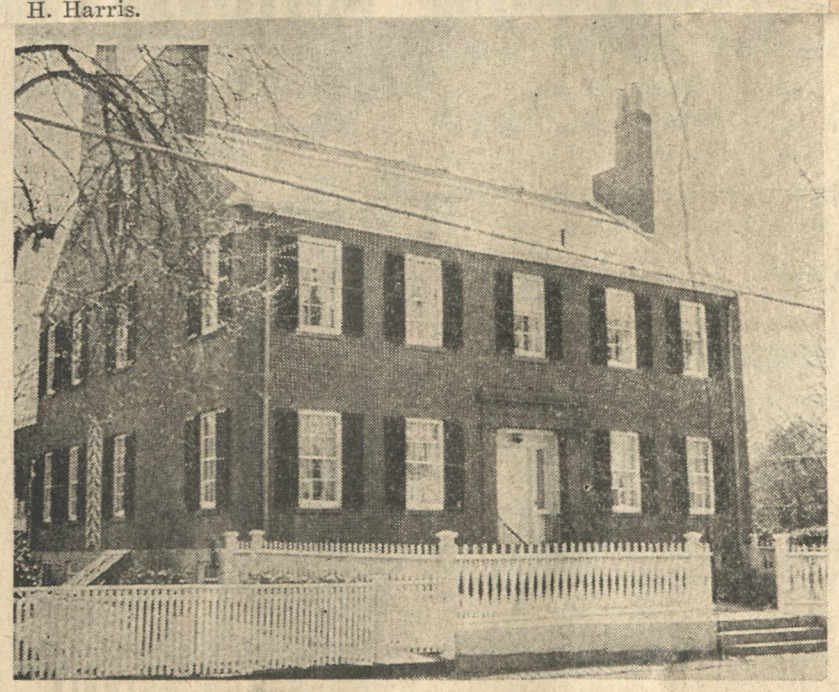
The Mary Coffin Crosby House at 96 Main St. Owner, Mrs. John Ditmars.

The Lydia Coffin Crosby House at 90 Main St. Owner, Robert W. Stark.



The Eunice Coffin Macy House at 99 Main St. Owner, Mrs. Julian H. Harris.

The Mary Coffin Swift House at 91 Main St. Owner, Herman E. Riddell.

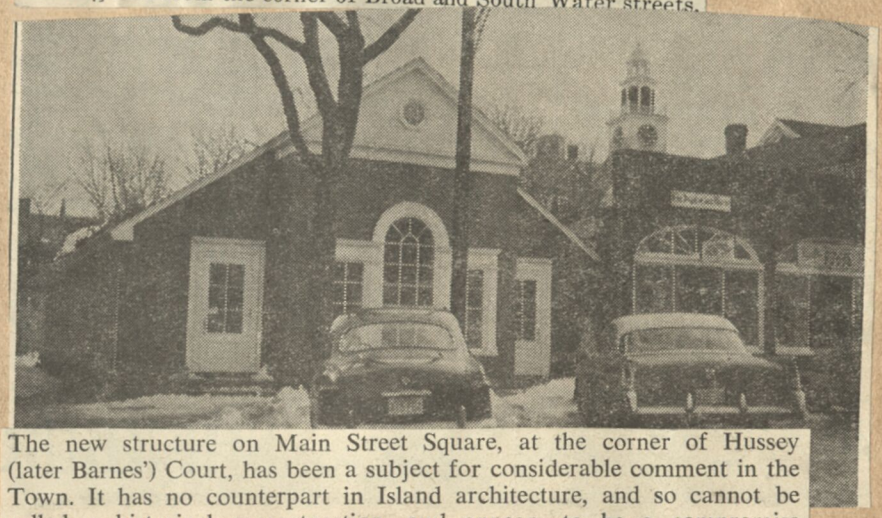


The Charles G. Coffin House at 78 Main St. Owner, Mrs. Henry G. Warland.

"Set back from Main Street on land slightly elevated above the street, the five-bay, two-story, brick house had a simplicity one was compelled to notice. Within the house, the same simplicity was continued."

"WISTERIA LODGE," HUSSEY STREET, NANTUCKET, MASS.

Looking east from the corner of Broad and South Water streets.



The new structure on Main Street Square, at the corner of Hussey (later Barnes') Court, has been a subject for considerable comment in the Town. It has no counterpart in Island architecture, and so cannot be called a historical reconstruction, and appears to be a compromise between existing buildings in the business district and contemporary design. In any event, it has an unfortunate look of not being comfortable in its location.

Although it is not generally realized, the back wall of the new building is constructed entirely of glass, with full-length sliding glass doors. However, this aspect of the structure cannot be seen from Main Street.

15 UNION STREET IN THE 1890's.

The Bend of the Road on Union Street.

Three-Quarters of a Century Ago

March 30, 1967

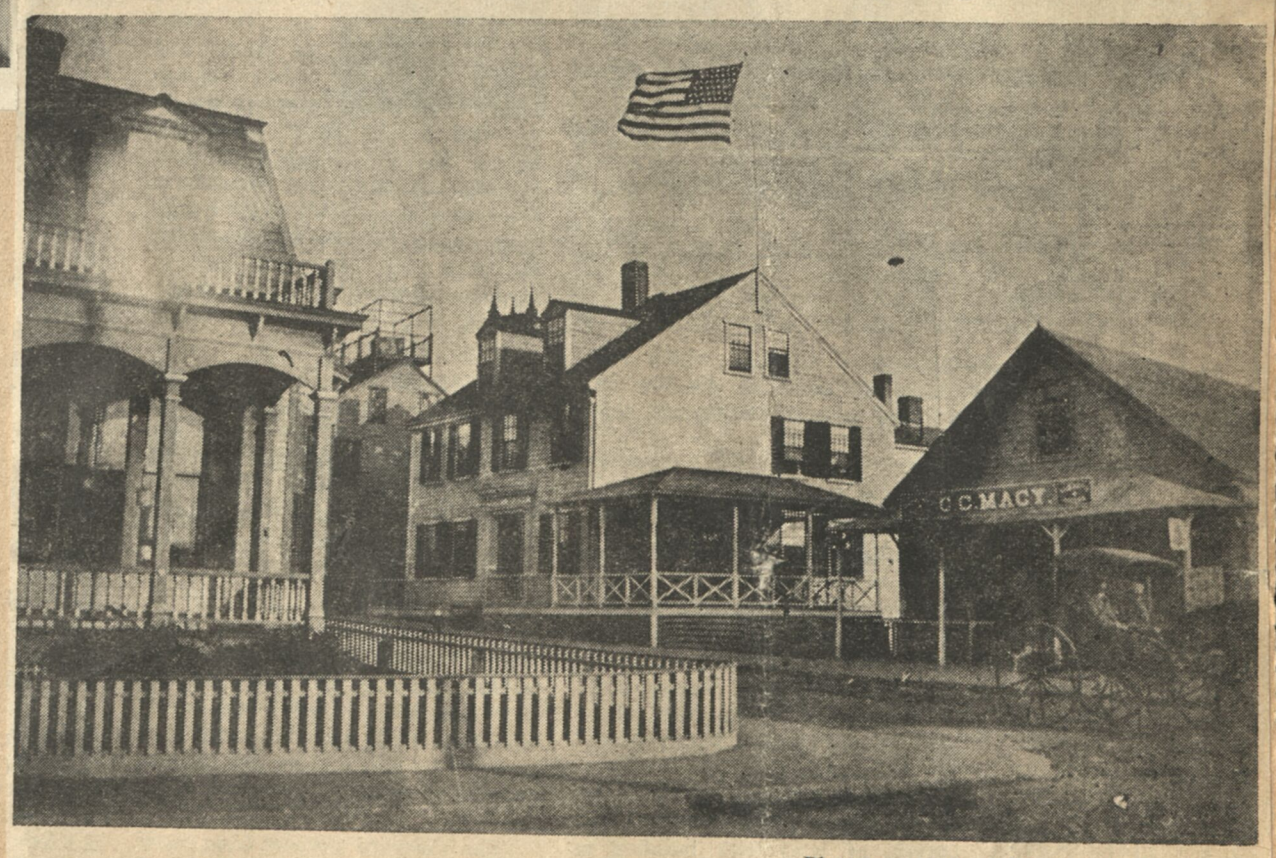


Photo courtesy of Gordon Swain Mason.

Time deals gently with Nantucket Town. Although th's photograph goes back to 1896, the structures shown are still in their original locations. The Macy store is now the North Shore Restaurant; the house on the left was the Thomas dwelling; the house with the flag was "Swain's Inn," now Holiday Inn; and railed walk was on the roof of the present double house still standing on the corner of Centre and Lily Streets.

Data on 12 Nantucket Buildings Are Compiled

Special to The Standard-Times

NANTUCKET — Measured drawings, historic and architectural written data and photographs were completed last week on 12 historic Nantucket buildings. The project was started in June of this year.

This program of recording historic buildings in Nantucket was made possible by a grant from the Nantucket Historical Trust, and with the cooperation of the Historic American Buildings Survey. This data will be preserved in the archives of the Library of Congress, and the Nantucket Atheneum.

The project was carried on under the direction of George L. Wrenn III, working with five student architects. Historical data was provided by Marie Coffin of Nantucket and the photography was done by Cortlandt V. D. Hubbard, architectural photographer from Philadelphia.

Difficult to Choose

In making his report, Mr. Wrenn said, "For so small an area, Nantucket is blessed with an extraordinary quantity of historic architecture, and this very fact made it difficult to choose the limited number of buildings for which measured drawings could be made in one summer."

In an effort to make as representative a selection as possible of the various types, styles and periods, two major factors entered into the choice. 1. If a building which fitted into one of the categories might be subject to destruction, removal or change in the near future it was given preference over similar buildings in the same category. 2. The degree, date, and type of change to which a particular building had been subjected over the years was an important consideration in the selection.

Some changes seriously affect the value of a structure as a piece of historic architecture, while some actually enhance that value. "Some changes are associated with an important period in the history of a house," Mr. Wrenn stated in his report. "For example," he said, "such a change occured when William Mitchell converted a small closet in his house at 1 Vestal St. into a tiny study for his daughter, Maria."

Of the structures covered this summer, five were built as public buildings, seven as private houses. The five public buildings were the First (North) Congregational Church, 1833-34; the North Vestry, 1711-1730; the Coffin-Athearn Stores (Town Building), prior to 1830; the Masonic Building, 1805; the Nantucket Atheneum, 1847.

Ages, Styles Varied

The seven private houses selected cover a chronological range from the early-middle 18th century to the middle 19th century, and in style range from the small and very simple traditional house to the large and very elaborate Greek Revival house. Six are of wood frame construction, one is of masonry.

The earliest house chosen was the Bunker House, 3 Bear St., 1720-40, now owned by William Euler. Taken in chronological order, the next house measured was the Swain-Mitchell House (Maria Mitchell, 1 Vestal St.). Its main section was built in 1790 and the kitchen wing was added in 1825.

For late 18th century representation, the Richard Coleman House, 1796-97, at 21 Union St. was chosen. It was selected not only for one unusual feature, its gambrel roof, but because it is empty, in very poor condition and because it has been little changed and never subjected to restoration.

The next house studied in chronological order was the Coffin-Gardner House, 1820, at 33 Milk St., owned by Grace Brown Gardner. This house is important because it has always been in the same family and has never been restored or changed enough to warrant restoration.

Account Book Preserved

Another house still in the hands of the original family was also included as representative of the early-middle 19th century. It is the Henry Coffin House, 75 Main St., 1834-35. In addition it is rather typical of the few brick houses on the Island.

Of greatest importance is the fact that the present owner, Mrs. Henry Coffin Carlisle, has in her possession the account book kept by Henry Coffin during the construction on the house, which made it possible to find out a great deal about construction and use of materials during this period.

Probably the most elaborate of the Greek Revival houses built on the Island, though by no means the largest is the Hadwen-Wright House, 94 Main St., 1845, and now owned by Mr. and Mrs. John Lodge. It was chosen for its plaster-domed ballroom and the stair-hall, both of which have great detail work and which have been little changed.

Chronologically, the last house measured was the Easton-Wood House, 1 No. Water St., built about 1847, right after the fire. This house was chosen for three reasons: 1. A survey of historic architecture should include the less grand, and this small Greek Revival house serves as a balance to the elaborate Hadwen-Wright House. 2. It is not untypical of a number of other small houses built on the Island at about the same time. 3. It is threatened with demolition in the near future.

In commenting on this particular building, architectural historian Wrenn pointed out that despite its run-down and chopped-up condition at the present time, it could be restored to the handsome well-proportioned building it was at the time it was built.

"Every piece of architecture that is lost is irreplaceable," Wrenn continued, "and the whole spirit of an area can disappear on a one-at-a-time loss basis." He urged the community to think twice before destroying this building.

Wing Has No Merit

According to the architects' findings the wing to the southeast was added during the 20th century and has no architectural merit. Demolition of that addition would be no loss, it was observed.

Obviously this first year's project leaves many gaps, both chronologically and stylistically. Mr. Wrenn has made the following suggestions for future studies — broken down into two major groupings, public buildings and private houses.

Some of the most important architecture on Nantucket, in the opinion of architect Wrenn, was built immediately after the 1846 fire on Main and Center Streets. "Perhaps the best of these brick buildings is the one at the corner of Main and Center Streets," he said, "and another important structure of this period is the IOOF Building on Center Street.

Other suggestions include the Whaling Museum, the Kenneth Taylor Gallery and the Straight Wharf Theater, all of which were closely connected with the early economy of the island. "In the ecclesiastical field the Unitarian Church is probably the finest piece of architecture on the Island," Wrenn observed, "and should be included in any future survey."

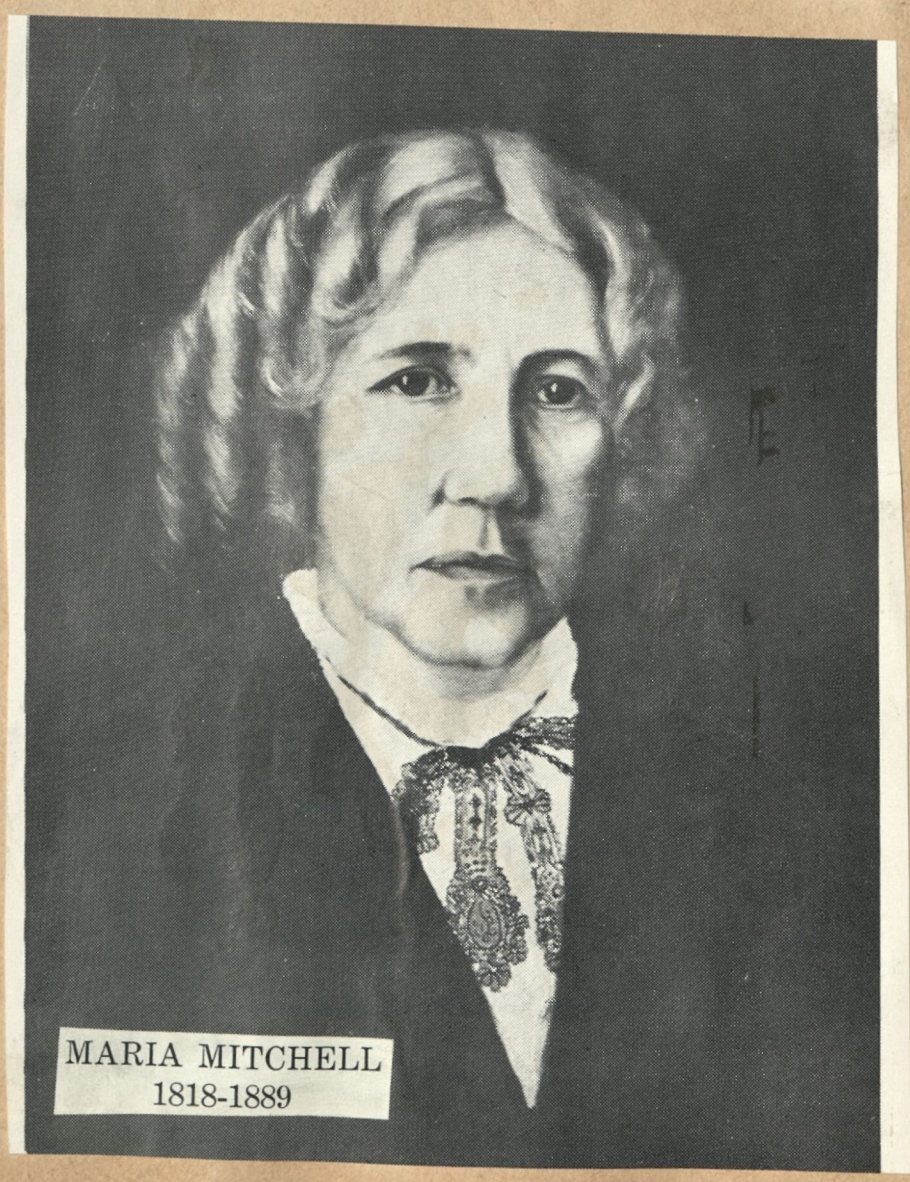
In the area of private houses the early 18th century suggestions include: The Macy House, 1720, at 12 Liberty St.; or the Major Josiah Coffin House, 1724, at the corner of North Liberty Street and Cliff Road.

For the middle-late 18th century houses the following are included: The Peter Folger House, 1765-66, at 51 Center St.; the Joshua Coffin House, 1756, at 52 Center St.; the George Gardner House, 1750, at 8 Pine St. In this category a very small house of the type located at 3 Copper Lane should be included.

Among the later houses there are many possibilities: The John Barrett House, 1820, 72 Main St.; the Edward Cary House, 1800, 117 Main St.; the Andrews-Starbuck House, 1838, 14 Orange St.; and finally, the Matthew Starbuck House, (Middle Brick), 95 Main St., which is still in the hands of descendents of the original owner.

In conclusion, Mr. Wrenn's report states that while he considers the above-mentioned buildings to be important, it is obvious that there are many other fine, relatively unchanged representative buildings which could be studied.

Painted wooden sculpture of Matthew Starbuck, first resident of Main Street's "Middle Brick," returns to Nantucket to highlight the Garden Club's annual flower show and house tour on July 16.



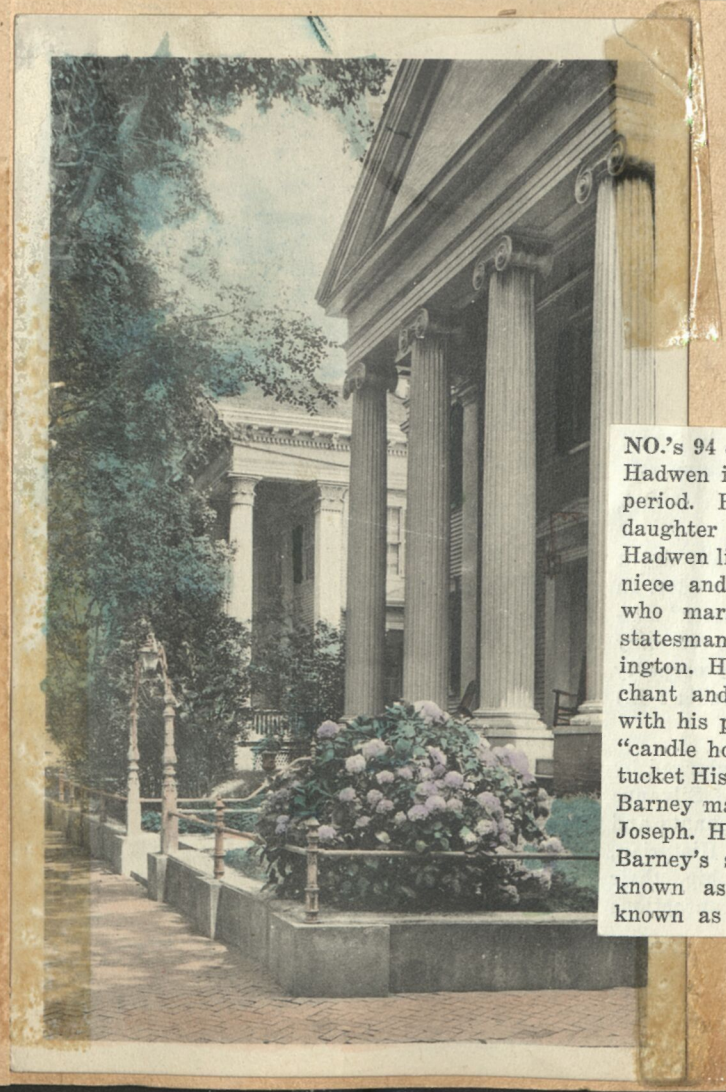
MAIN STREET

Originally called State Street, it was laid out by the "Proprietors" in 1697. Most of the buildings erected prior to 1800, in the area covered in this leaflet, were replaced in the 1820's and 30's by the large homes standing today. Dignified and sturdy reminders of the days of greatest prosperity in the whaling industry they are evidence of how whale oil was converted into gracious living. The area covered lies between the West end, Main Street business section and the Civil War Monument.

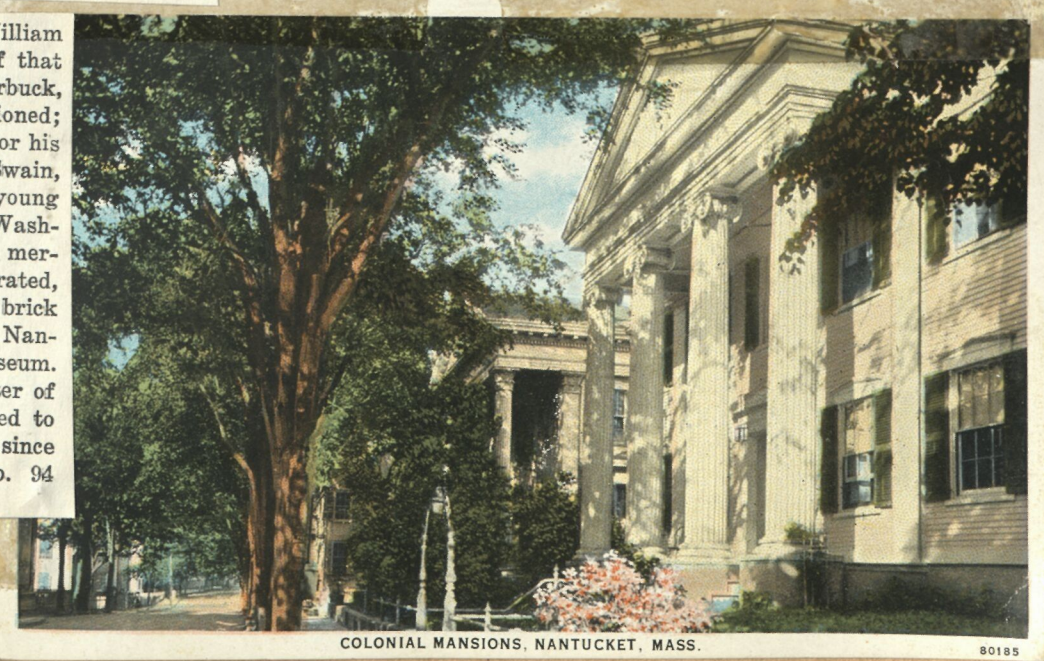
Famed 3 Bricks In An Island Winter Scene

NO.'s 93, 95, & 97. "The Three Bricks" built in 1836-37 to identical design and with similar interiors for his three sons by Joseph Starbuck, one of the wealthiest merchants of his time who lived and had his try-works on New Dollar Lane. George, the oldest, occupied "West Brick" (No. 97); Matthew, the second son, "Middle Brick" (No. 95), and William, the youngest, "East Brick" (No. 93). Middle Brick is owned and lived in today by a direct descendant of Matthew. "Three Bricks and Three Brothers," written by Dr. William E. Gardner, tells the Starbuck story.

Notation: Six children of Joseph Starbuck lived directly adjacent to each other, the three sons in 93, 95, & 97 and opposite the three daughters, Mary Swain in 92; Eunice Hadwen in 96, and Eliza Barney in 100.



NO.'s 94 & 96. Built about 1845-46 by William Hadwen in neo-classicist style typical of that period. Hadwen married Eunice Starbuck, daughter of Joseph Starbuck, aforementioned; Hadwen lived in No. 96. He built No. 94 for his niece and adopted daughter Mary G. Swain, who married George W. Wright, a young statesman who represented California at Washington. Hadwen, a successful whale oil merchant and candle maker, built and operated, with his partner, Nathaniel Barney, the brick "candle house" on Broad Street now the Nantucket Historical Association Whaling Museum. Barney married Eliza Starbuck, a daughter of Joseph. Hadwen having no children willed to Barney's son, Joseph Starbuck, No. 96 since known as the Barney House with No. 94 known as the Wright Mansion.



COLONIAL MANSIONS, NANTUCKET, MASS. 80185

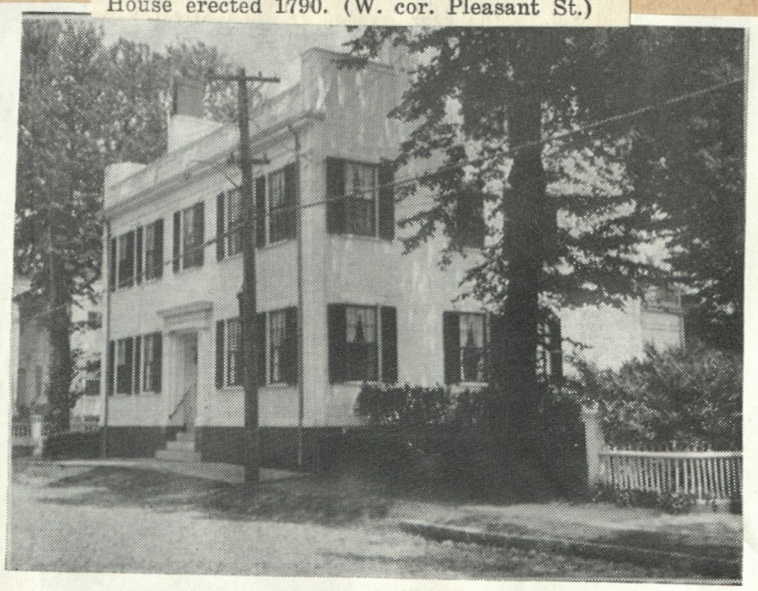
75 MAIN STREET — This brick house was built by Henry Coffin, a whaleship owner, in 1833. It is one of only 2 brick houses still belonging to descendants of the original owners, and is now the property of his grandson, Henry Coffin Carlisle. The four black marble fireplaces, as well as ornaments and china, much of which is still in use, were selected by Henry Coffin on a trip which he made to France and England just before work was started on the house. This building is almost identical, except for its cupola, to the one across the street owned by his brother and partner, Charles G. Coffin, which house has a "walk." The portraits now hanging in the house represent four generations of Henry Coffin's family and descendants.

NO. 75. Built 1833 by Henry Coffin. Roof "cupola" an innovation replacing "walk" on roofs older houses. Henry and brother Charles G., sons of Zenus Coffin, one of the wealthiest men in the country, successfully carried on father's business as merchants, candle manufacturers, and owners large fleet Nantucket's best known whale ships. Henry active in public welfare, one of largest landowners. Henry planted 40,000 pines and larches brought from England and unknowingly the heather now growing. Died 1900 age 93 in this house, owned today by a grandson.

91 MAIN STREET — This house is now owned by Mr. Herman Riddell. It was built in 1820 and was known as the Mary Coffin Swift house. She was the youngest daughter of Zenas and Abail Coffin, and a sister of Charles and Henry Coffin who built the brick houses at 78 and 75 Main Street, respectively. The simple charm of the Quaker days, the large central chimney, the fireplaces and kitchen are all typical of the period in which this house was built.

5 MAIN STREET — This house was built before the Revolution by Jabez Bunker. It was owned by several families until 1795 when it was enlarged by Prince Gardner who added the west side and arranged the chimney in the center of the house. In 1865 Robert Gardner put in the cellar, and the building was occupied by his descendants until 1927, when it was bought by the late J. B. Ashley, 3rd, and some time after his death was sold by his widow to the present owner, Mrs. Robert D. Elder.

NO. 98. Built 1836 by Benjamin Coffin and his wife, Mary Coffin Crosby, a granddaughter of Zenas Coffin. Still owned and lived in by a granddaughter. Benjamin, a whale oil merchant, was son of Jared Coffin who built "Moors End" on Pleasant Street. The sturdy dignity of design with the "step in" doorway is typical of the time the house was built. It stands on the site of the third Friends Meeting House erected 1790. (W. cor. Pleasant St.)



98 MAIN STREET — Was built by Benjamin Coffin and Mary Coffin Crosby soon after their marriage in 1836. She was the oldest granddaughter of Zenas and Abail Coffin, and Benjamin was the son of Jared Coffin, who built "Moor's End" on Pleasant Street. It is now owned by Mrs. Mary Coffin Worth Ditmars, the granddaughter of Benjamin and Mary. This house has remained in the family since its erection, and was the birthplace of Mrs. Ditmars 94 years ago. A portrait, painted in 1845 and hanging in the front room, shows early members of the family.

Sixth in Series of Historic Nantucket Houses

Feb. 15 - 1968

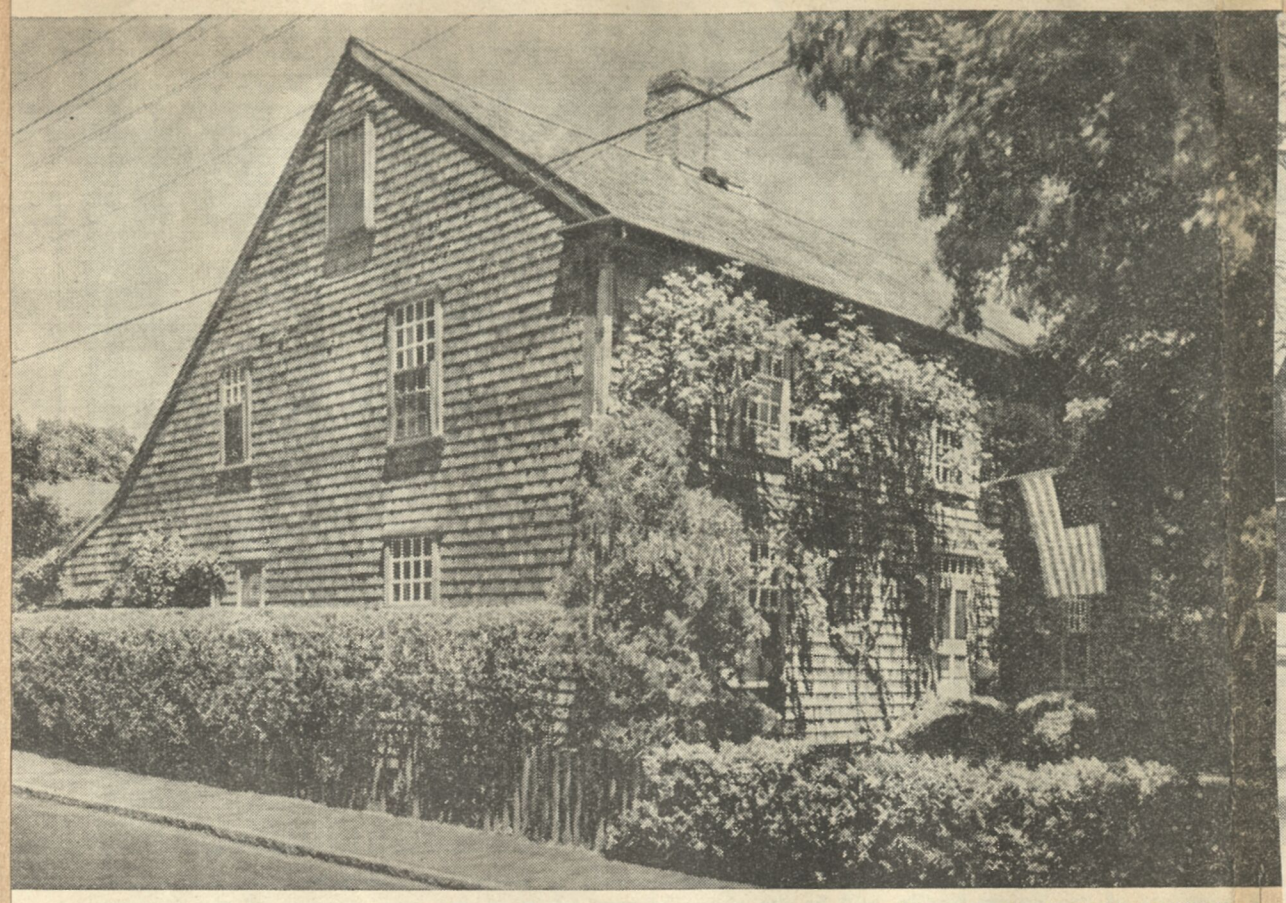


Photo by Cortlandt V. D. Hubbard

The Kilvert house at the corner of Main and Gardner Streets made a very attractive appearance with the trees and bushes filled with snow after the weekend storms.

The house at 105 Main Street, at the northeast corner of Gardner Street, is known as the Christopher Starbuck House. It is owned by Charles A. Kilvert and occupied by the Kilvert family.

The house is claimed to be an important link with Nantucket's architectural past, as it is an existing representation of a transitory stage when many houses were moved from their original sites in the older section of Sherburne, in the early 1700's, to form the nucleus of the growing settlement near the "Great Harbor," now Nantucket.

It is believed that the old part of the house was moved in from Sherburne by Christopher Starbuck and the west part added by him around 1757. Christopher died in 1762, leaving the property to his son, Tristtram Starbuck. Zaccheus Starbuck, Tristram's son lived in the house for many years but died in 1766 before his father, whereupon Tristram Starbuck, when he died in 1789, left the house to his daughter, Lydia Starbuck Gifford's daughter, Sarah C. Tobey (Mrs. Benjamin G. Tobey), who was born in the house. Mrs. Tobey lived here until she died in 1923 and the house was owned for a few years by Edward F. Sanderson, who restored it and sold the property in 1932 to Mrs. Mary F. Breckinridge (Mrs. Desha Breckinridge). She sold in 1937 to Mr. and Mrs. Charles A. Kilvert, and Mr. Kilvert is the present owner.

From structural evidence, authorities believe the old part of the house was built about 1690 and moved in from old Sherburne when Christopher Starbuck built his home at the present site at the time when Gardner Street was laid out. Facing the street at a slant, thus conforming with the original street lines, this house presents a graphic picture of the olden day. It consists of two incorporated sections — the original east and the west end which was added some time between 1729 and 1757. The latter date appears on the wall of an upstairs closet.

The house in reality is two houses in one, with the east end earlier than the west. Douglas-Lithgow, historian, in an article in the Nantucket Inquirer and Mirror of August 19, 1911, stated, "From its general characteristics — its 7-foot long brick fireplace and oven, the cedar frames to windows, long northern roof sloping down to lean-to in addition to peculiarities of construction — I believe this section was built during the first quarter of the eighteenth century. The house now standing is a two- story lean-to, which might indicate a later age, but some of the peculiarities of the east end render it possible that this section was built wherever it came from soon after." The very large fireplace in the east section has an oven at its back, indicating that the room was once a kitchen or "hall." The dining room in the western half of the house is smaller than the room on the east and has a much smaller fireplace.

When the house was restored in the 1920's only the sills had to be replaced. Sills in the earliest houses were laid directly on the ground and were therefore the first part of the framing to rot. Today its oak summer beams, girts and corner posts, the huge fireplaces and their mantles and the wide pine floor boards are all restored to their original condition. The modern paper and plaster were removed from the walls.

The custom of moving old buildings into the new town of Nantucket was due to the fact that there were almost no trees on the Island which could be used for building purposes. As a result, all the wood for the houses had to be brought in from the mainland at considerable cost, thereby necessitating the reuse of any lumber already present on the Island.

"The new house was not laid out according to the existing street lines, but rather it was oriented due south in agreement with a strict compass reading." (Abstract, "A Mirror of Nantucket," — Fowlkes.) Note: Here are two versions of the reason that the house faces the street at a slant. Edouard A. Stackpole in his "Ramblings" stated that is was so built to conform to the original street lines.

Having the largest living-room in town at the time, the house was used as Parliament House in the old turbulent days when Quakerism was struggling for a foothold and the whaling industry was at its height.

Among the 10 Nantucket buildings selected by the Historic American Buildings Survey, a division of the United States Department of the Interior, to be included in the archives of the Library of Congress and pictured here weekly, are the two pictured here today, both of them on Main Street.

The brick house at 75 Main is one of the rare examples of a home which has remained in the same family for all its existence. Built in 1822 by Henry Coffin, it has come down in a direct line to his grandson's widow, Mrs. Henry Coffin Carlisle.

The plans used in building it were the same as those used two years earlier when Henry Coffin's brother, Charles G. Coffin, built his house across Main Street, except that, because of the houses being on opposite sides of the street, the whole plan was reversed.

Henry Coffin, having just returned from a grand tour of Europe, was somewhat more sophisticated in his tastes than his brother and was not as good a Quaker. He abandoned the sombre brown stone in favor of granite for the trim, which makes for a lighter, brighter effect. The four black marble fireplaces on the first floor are identical and were brought from France by Henry Coffin.

The house has towering chimneys and high parapeted gable ends, wood cornices and door trim, granite or white marble sills and lintels, inside shutters panelled and painted white with splayed jambs, plaster cornices with stucco decorations, and wide painted floor boards done either in speckled paint or waved and veined to simulate alternate squares of varicolored marble.

There have been no important alterations or additions and the modernizing of the kitchen and bathrooms has been carried out with excellent taste and great thought.

Henry Coffin and his brother, Charles, successfully carried on the business of their father, Zenus, one of the wealthiest men in the country. They were merchants, candle manufacturers, and owners of a large fleet of whale ships. Henry Coffin was one of the largest landowners and very active in civic affairs. He planted the elms on both sides of Main Street, also 40,000 pines and larches brought from England, inadvertantly introducing heather to the Island in the process.

154 Main Street

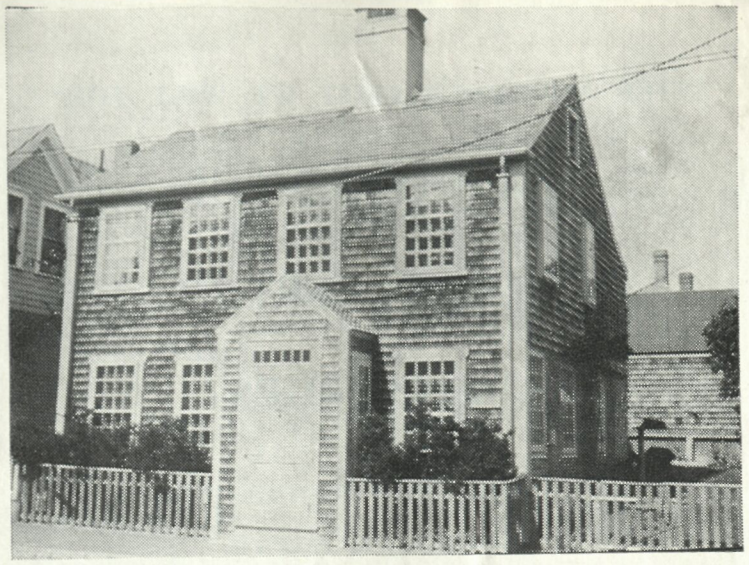
Farther up Main Street, number 117 is one of the duty two houses with a Dutch Cap roof remaining on the Island. The house is a good example of the more prosperous type of architecture to be used when business revived after the Revolutionary War. It was built about 1800 or a few years earlier. The house has five bays and the door placed in the center is more pretentious than those in earlier homes. The house is more spacious and stately than the Eighteenth Century houses, but still retains its Quaker heritage. Houses built on the mainland at the times were much less restrained and simple.

It was built by Edward Carey, an Englishman and a Tory, who came to Nantucket from Charlestown, Mass., because he did not want to fight either the Crown or the Colonies and Nantucket was supposed to be neutral in the Revolution.

His son, Robert, was the progenitor of one of Nantucket's most illustrious seafaring families. The Careys were among the first of the Island captains to sail directly to China. They were sealers who traded the valuable seal skins at Canton for nankeen, tea, spices, and other commodities. Captain James Carey was at Canton in the ship Rose as early as 1803.

The Careys sold this ho t Reuben Baxter, whose son, p- tain William Baxter, live it and, in later years, after rng from the sea, ran the stagch to 'Sconset.

7 PLEASANT STREET — This house was built in the early 1800s by Isaac Macy of the Nantucket whaling firm of I. & P. Macy. It remained in his family until 1927, when it was purchased by the present owner, Mrs. Hans E. Moller. It has a Greek motif to the architecture, and is more formal in style than many Nantucket homes.



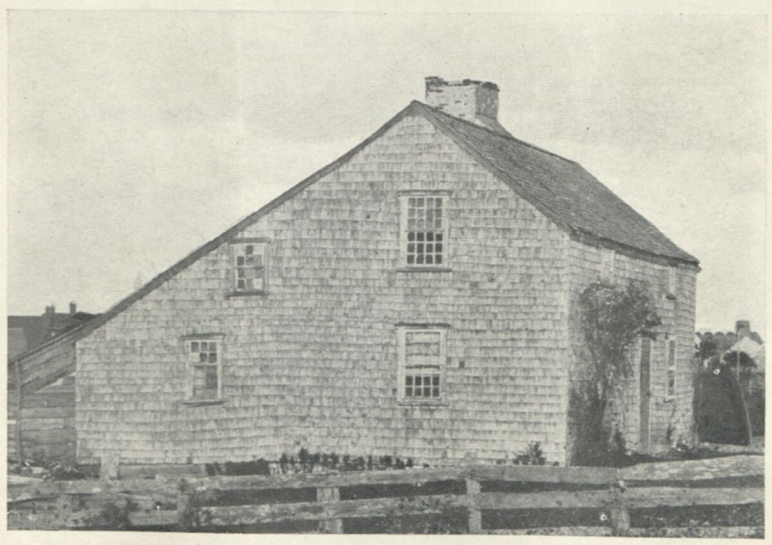
16 PLEASANT STREET — Now owned by Mr. and Mrs. Elias Lyon, was a pre-Revolutionary house, once owned by Peter Coffin. This house is made of half brick and half wood. It has been ably restored by its present owners, and particular attention is called to the charm of the old New England kitchen, arranged under the direction of Mrs. Lyon.

The Swain House stands next south of Davis Hall's house on the west side, the second house south of the corner of Chester street. It was built by Richard Swain about 1765.

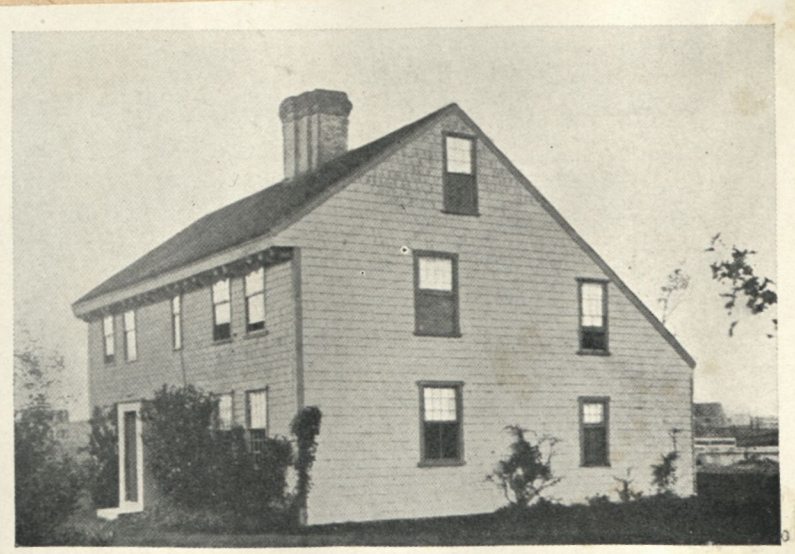
ast corner of N. Water St. and Broad St. House was moved to southeast corner of Whalers Lane and each St.where it now stands (1967). House in rear was torn down in 1967. Building half visible to ght of corner house was torn down earlier.

Corner of India and Centre Streets built after fire of 1846.

The Thomas Coffin house (now called the Hinchman house) at 7 Milk Street is a fine example of the early 19th century five bay house with a center hall plan. Note the higher foundation and the two chimneys well set in from the side walls. The entrance is simple yet elegant. The interior decor has the same restraint as the exterior. In this period the conservative tradition of the 18th century Quakers carried over into the 19th century architecture.



Paddock House—Sun Set Hill.



Major Josiah Coffin House.

Milk Street

12 Milk St.,

Early 18th Century

SOLDIERS' and Sailors' Monument
CORNER MAIN AND MILK ST.

DEC • 68

Two small 18th century houses are prime examples of careful and knowledgeable restoration. The house at 23 Milk Street, a typical Nantucket "lean-to," was restored under the direction of owner-architect Kenneth Duprey, whose popular book "Old Houses of Nantucket" has become valuable for historic preservationists in this area. This house was purchased in 1961 and took six years to do the basic work, but the results are well worth the time and effort. About all that could be salvaged were the structural beams and original floor boards and a few of the "12 over 12" windows. It was built in 1750 by Micajah Swain.

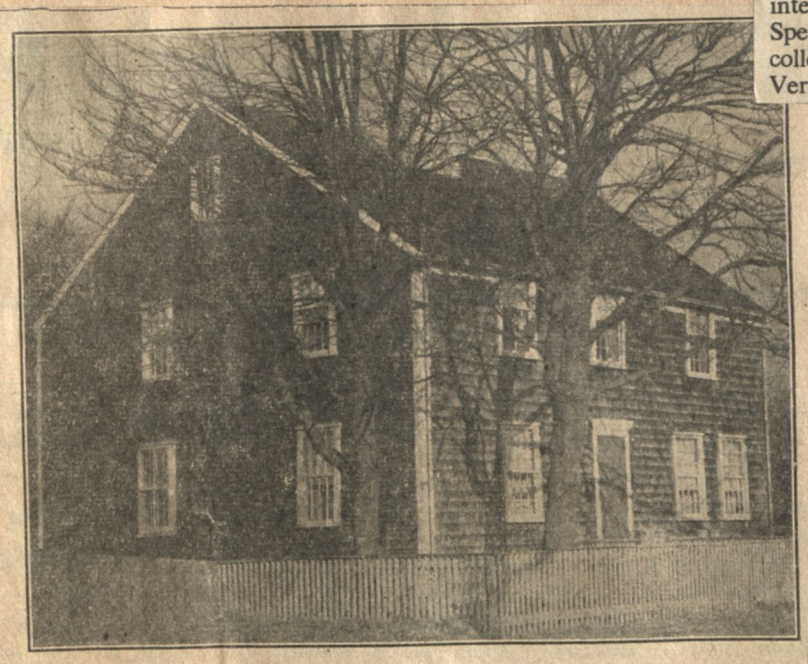
The plan of this house is a typical 18th century one, with the half circle stairway just inside the front door, a central chimney, providing fireplaces for most of the rooms which are arranged around these two basic elements of the structure.

There is a pleasant feeling of warmth and stability about the intereiors, probably due in part to the use of gold, red and green colors, the massive fireplaces and the many built-in bookcases. A good collection of early American furniture, a fine Queen Anne dining table are among the many interesting interior details to be observed. Special attention should be given to the collection of Chinese Import and the Vernay painting of the "Port of Genoa."

33 MILK STREET

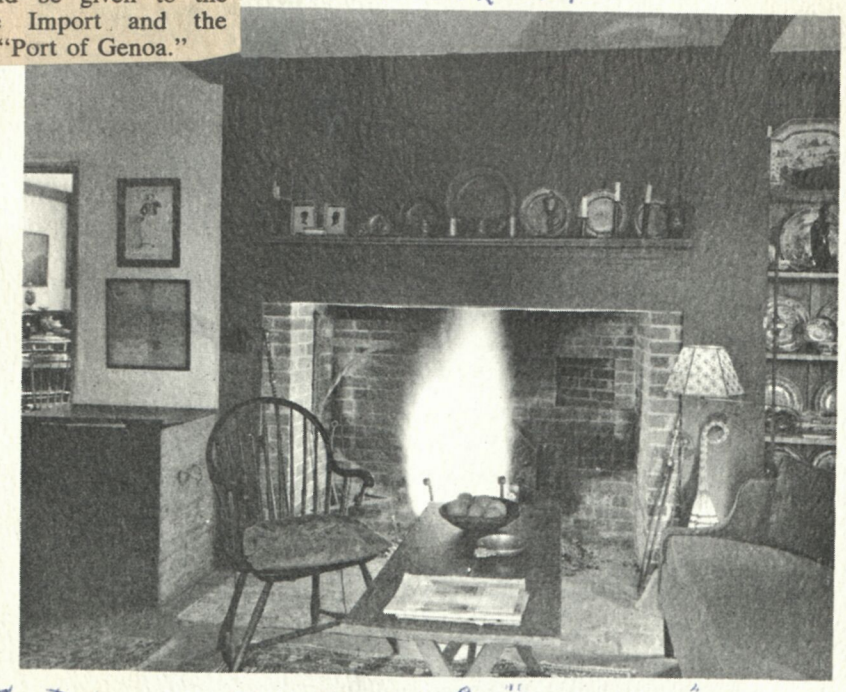
Located at 33 Milk Street at the corner of Quaker Road, is a lovely house built in 1820 by the great grandfather of the present owner and occupant, Grace Brown Gardner. George Coffin was a shipbuilder and was his own architect for the house. The house is a good example of the hold that both traditionalism and the Quaker religion had on the Island, for, though it was built later than many others, it varies only in small details from the Eighteenth century houses. The windows all have the same number of panes, unlike older houses which have narrower windows in minor rooms. The off-center arrangement of older houses remains, although the entrance has become more ornate with tapering pilasters supporting a simple entablature.

The kitchen has not been modernized and remains just as it was in the Nineteenth Century. Grace Brown Gardner, the daughter of Arthur H. Gardner, a Representative from Nantucket to the General Court and also Tax Collector for Nantucket, is one of the Island's outstanding historians.



Mrs. Eleanor D. Melendy has sold the main dwelling house at 21 Milk street to Mr. and Mrs. Russel J. Fosbinder of Bernardsville, New Jersey. The sale was made tnrough Elias J. Lyon & Co. Mrs. Melendy is reserving the studio on the east side of the property for her own use and occupancy.

23 Milk St.



Kenneth Duprex – Jack Bishop 2nd "Marshall"

10 GARDNER ST.

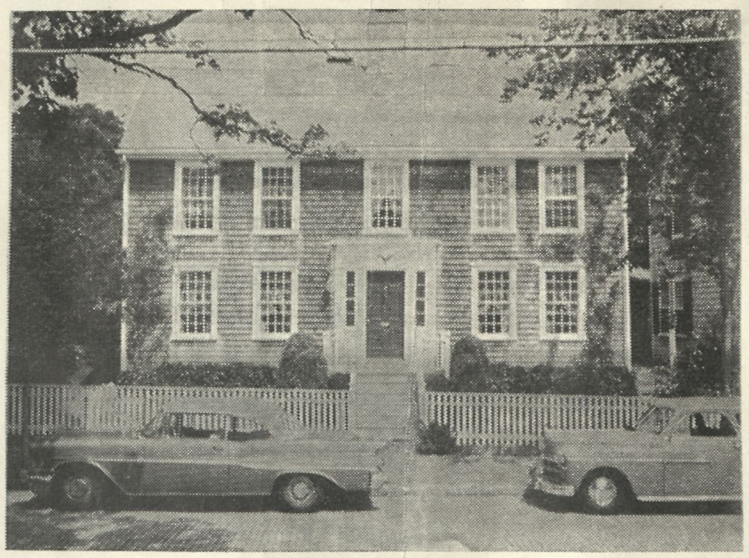
Oil painting of William Mitchell

Home of Ellen Cox - later - Alice Amey

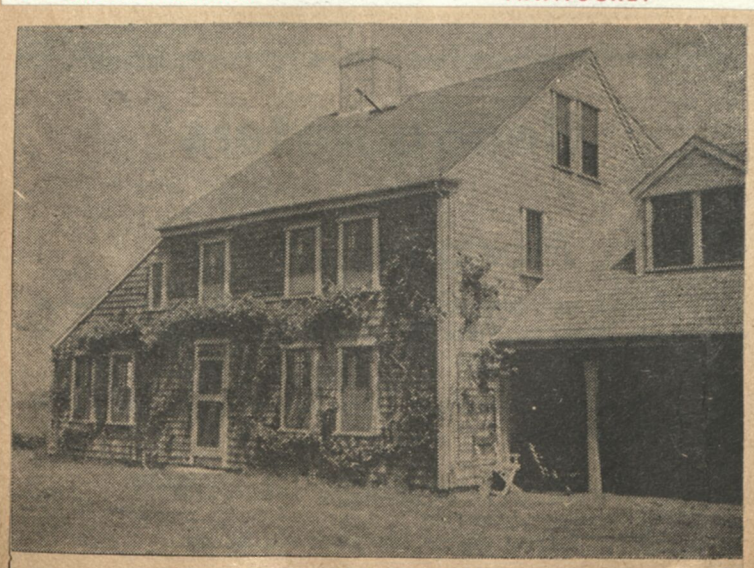
1955

6 DARLING STREET NANTUCKET MASSACHUSETTS

Sevenfires, 111 Main Street



Sevenfires, at 111 Main Street, the home of Mr. and Mrs. C. L. Sibley of Wallingford, Conn., was built in 1746 by Ebenezer Gardner as a wedding present for his daughter Margaret, who married Captain Daggett. It was later the home of Barnabas Macy and for a number of years was owned by the Society of Friends as a home for aged Quakers. About 1800 an equally ancient house was moved in from Sherburne and added to the original structure, resulting in an interesting difference in ceiling heights between the front and back portions of the present house.



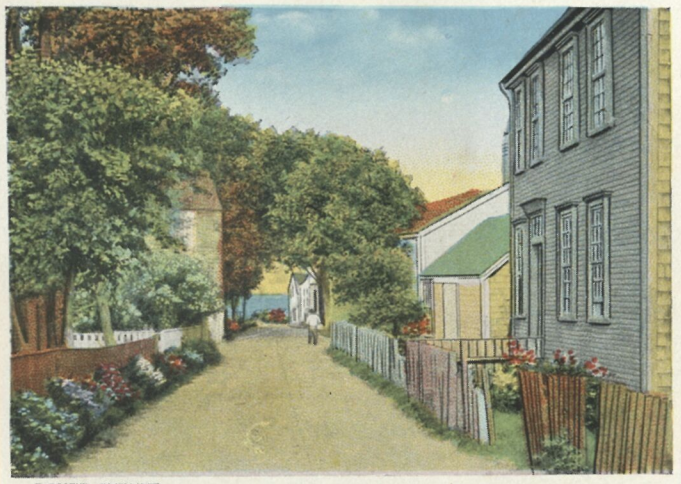
QUARTER MILE HILL

Head of Main St

STONE ALLEY, SHOWING SOUTH TOWER AND TOWN CLOCK,
NANTUCKET, MASS.

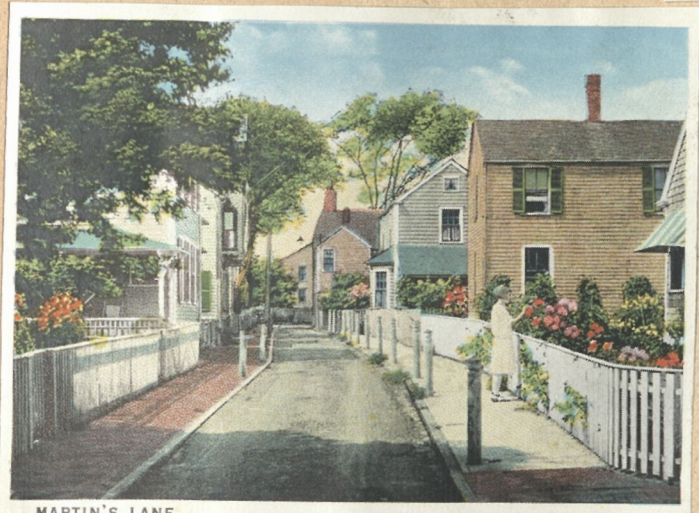
THE OLD IVY COTTAGE ON LIBERTY STREET

CLIFF ROAD

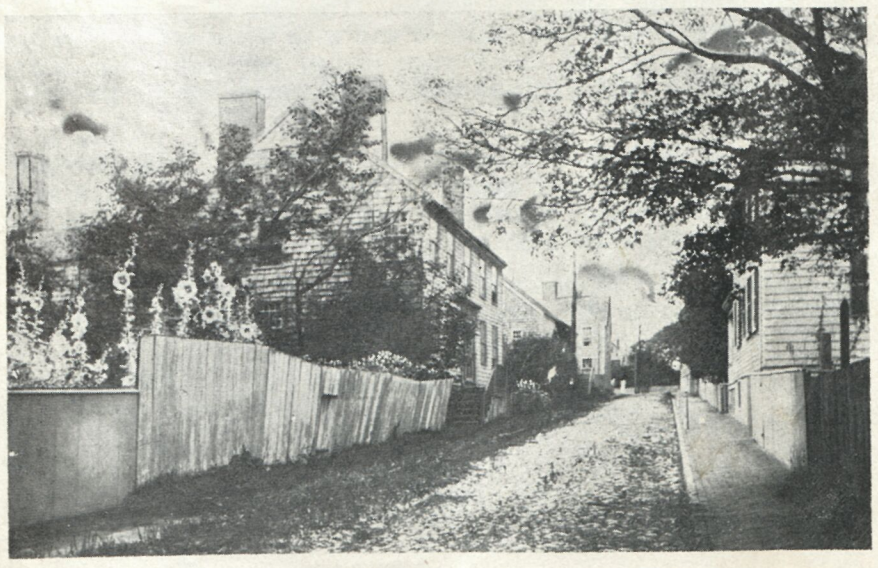


DOVER STREET

Academy Hill Lane, unique among Nantucket's lanes, right-angles twice as it climbs what was called "Beacon Hill."



MARTIN'S LANE



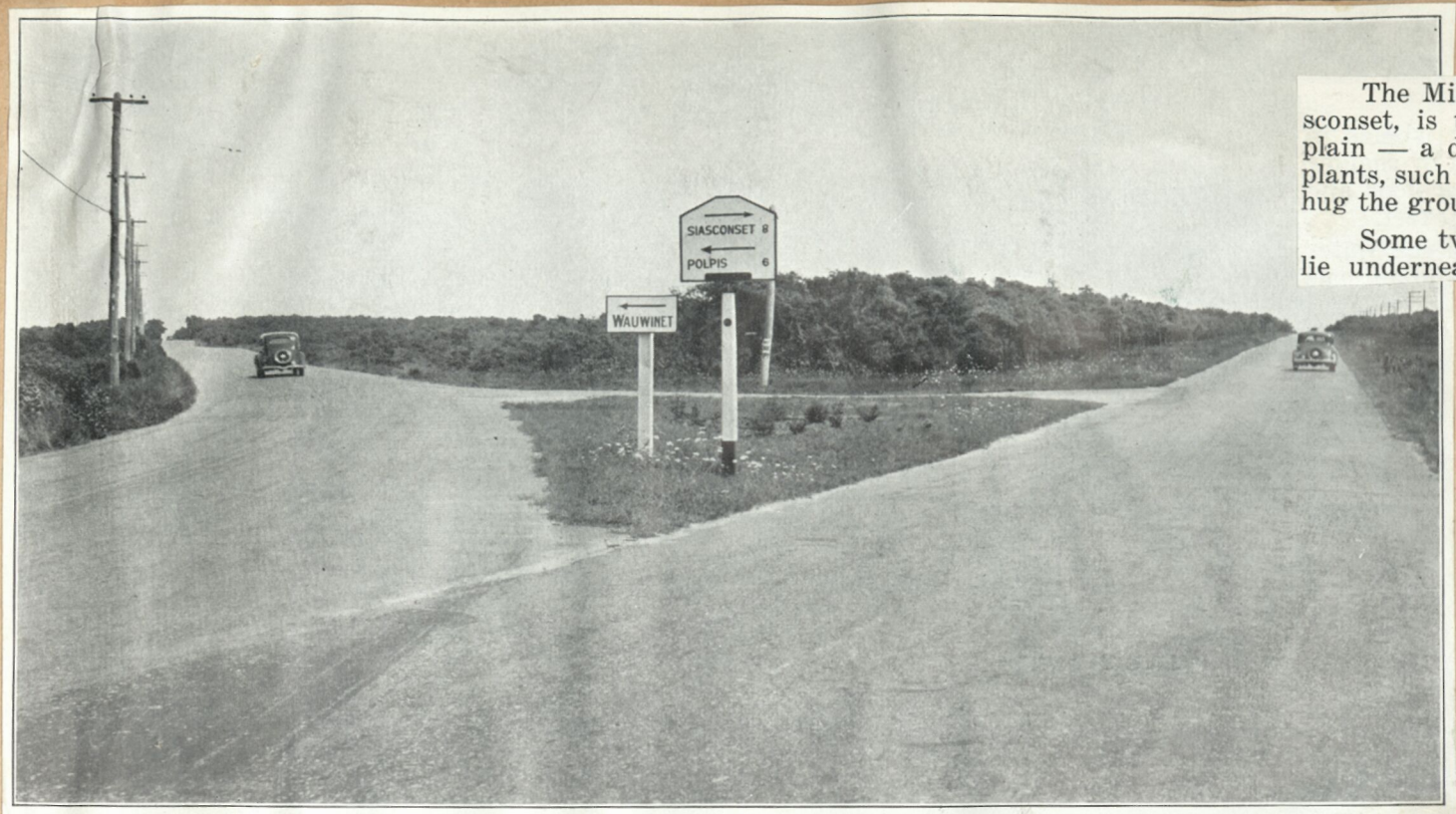
Ash Street has changed little over the years. With its cobbles and stalwart homes it reflects the peaceful vistas of the past.

Quince Street, Nantucket

Nantucket Streets & Lanes

The Milestone Road, running from Nantucket Town to Siasconset, is the flattest part of the island. This is an outwash plain — a desert of sand filled with wild flowers. Low growing plants, such as broom, plum vines, daisies, pitch pines, scrub oaks, hug the ground to avoid the sea winds that blow across the plain.

Some twenty-five vertical feet of outwash sands and gravels lie underneath the moors.



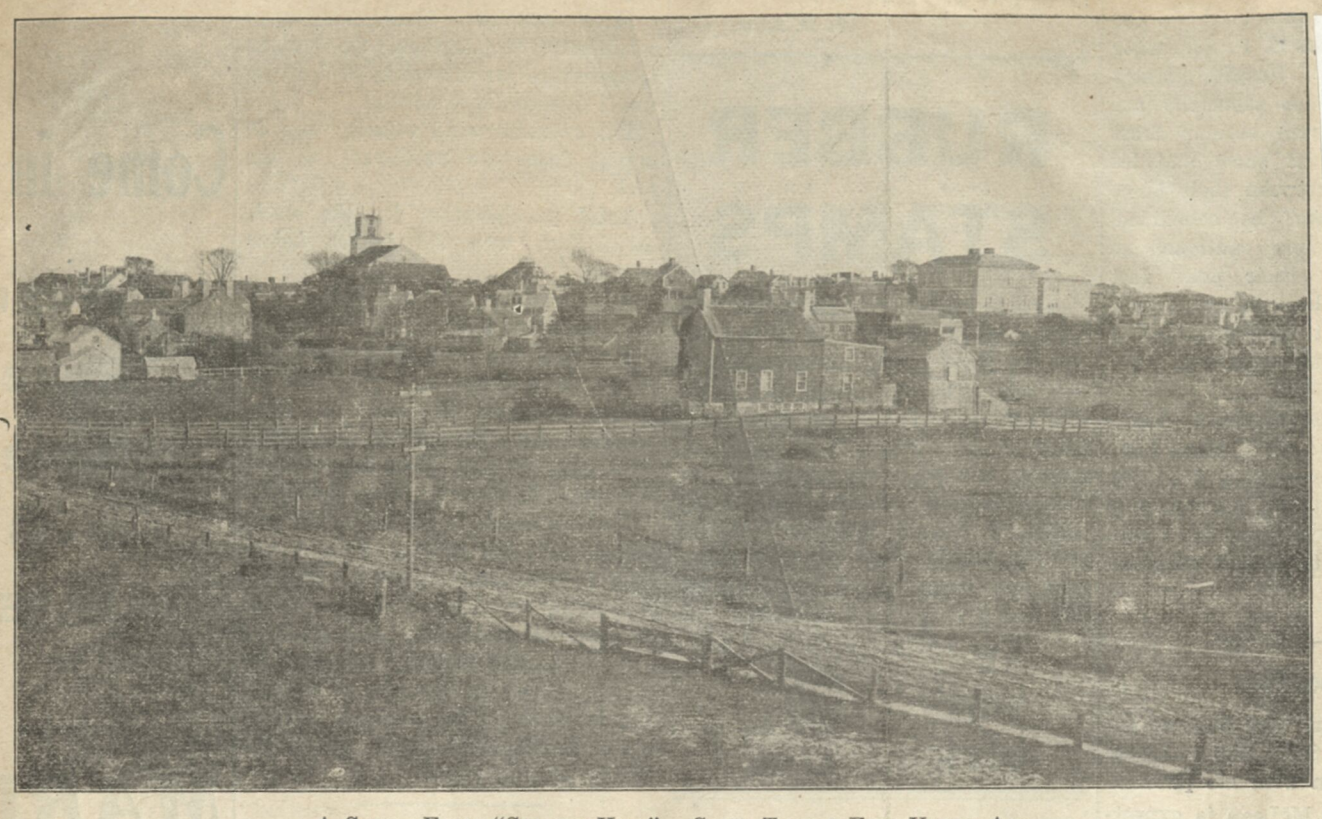
THE JUNCTION OF THE STATE HIGHWAY AND POLPIS ROAD.

MOOERS LANE IS A SHADY LANE

1968

Mooer's Lane — One of Nantucket's Charming Crossways

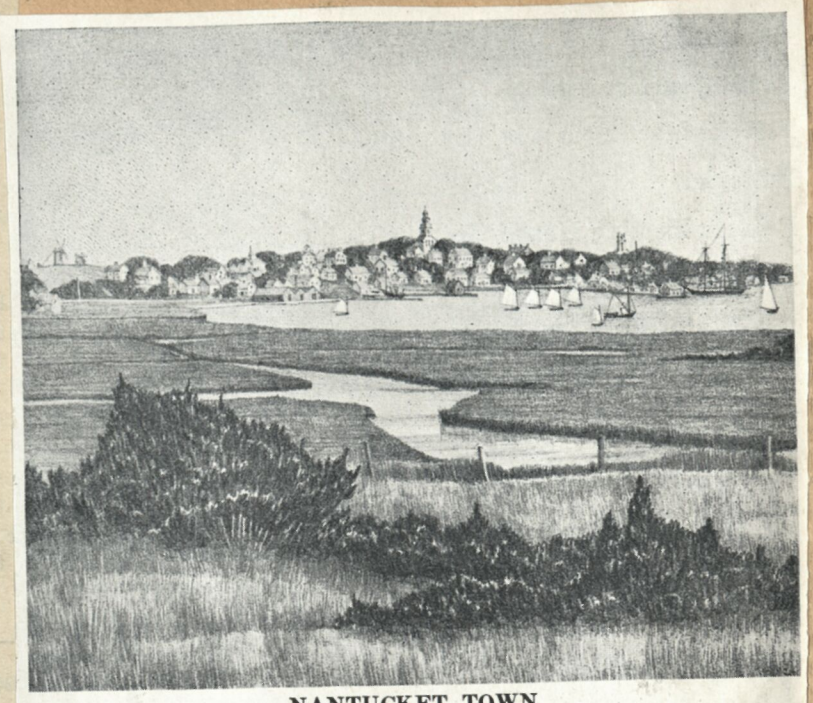
Ray's Court an Island Beauty Spot.



A Scene From "Sunset Hill" Some Thirty-Five Years Ago.

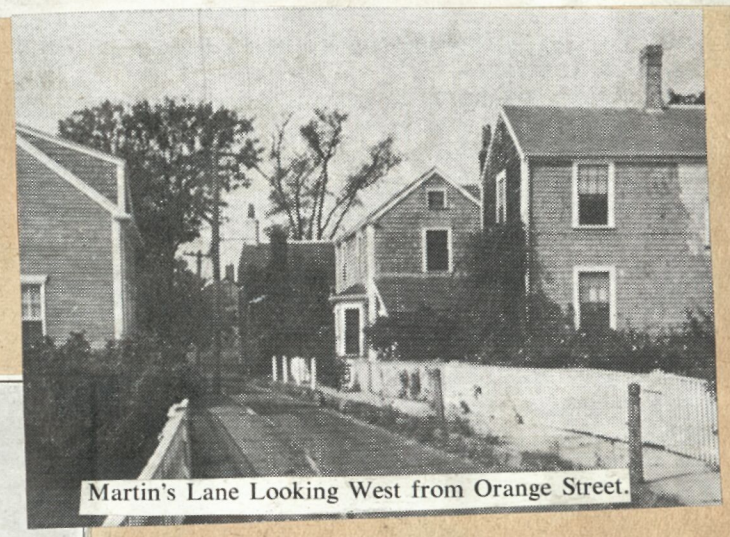
Looking across the fields and the Lily Pond to Beacon Hill and Academy Hill, with West Chester street in the foreground, this view may be contrasted with that of the present, which finds the picture entirely different. The change began with the building on the south side of West Chester of the H. Macy house. Next came the construction of the Gardner, Woodward, Ramsdell, Haddon and Francis houses on the north side of West Chester; then the creation of Wesco Place, which is a development now occupying the center of the old scene, with the Huram Macy dwelling approximately opposite the telephonepole. Mr. Macy built his house in 1917-1918.

The old Swain house in the center of the view, "Gull Island" at the extreme left, the Congregational church and North Vestry, the houses along Lily street and on Academy Hill remain the same, but the old school house was replaced in 1929 by the present large brick structure. Note the sandy roadway of West Chester.



NANTUCKET TOWN

From an original lithograph by Ruth Haviland Sutton.



Martin's Lane Looking West from Orange Street.

THE TOWN FROM MILL HILL.

SAUL'S HILLS

From a lithograph by Ruth Haviland Sutton

THE OLDEST STREET IN NANTUCKET.

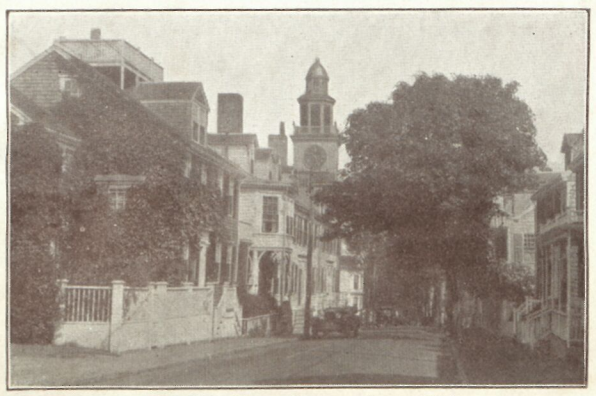
Photo by Boyer.

THE BRIDGE ON THE OLD MADAKET ROAD.

From "North Shore" Hill.

Through "Crooked Lane".

"Plumb Lane".



Looking Down Orange Street Hill.

Centre Street—Known as "Petticoat Row".

The Passing of Petticoat Row.

"Ting-a-ling-ling" sings the little bell
Dancing above the door,
And, "How's thee do?" says a gentle voice,
As we enter the little store.
"A piece o' 'lastic for mother, please,
An' a round-comb for my hair."
Then hop-skip down to Petticoat Row
To the dame-shops clustered there.

And first comes Emmeline Coffin's
With ribbons and hats so gay,
Where once Mrs. Lucy Mitchell
Used to offer a good display.
There, too, Mary Abby Hussey
Exhibited hats so fine;
But now, when we need millinery,
We buy it of Emmeline.
Keziah helps, too, in the making,
And the bonnets are pretty to see;
But Sally Ann Coleman's across the street
Are the handsomest ones to me.
A stately woman is Sally Ann,
With beautiful snow-white hair,
And her niece, Mary Crosby Wyer,
With a deft touch, here and there,
Makes all the bonnets look so select
With a really Parisian air!
Yes, I know they are very expensive,
But oh, they are perfectly sweet!
Some day, when we're grown-up ladies,
We'll wear one along Main Street.

But hop-skip on to the toy-shop
That is kept by Sophia Ray,
Where candies and toys and goodies
Are spread in a tempting way.
"A cent's worth o' peanuts, please—
Oh yes, an' a peppermint red today,
That big one there—an' a lickerish ball,—
An' some gentlemen's tears." "Well done!
But, child, if you're going to eat them all,
Now what will your mother say?"
(Oh the wonderful things in that wonderful shop
Of Sophia and Uncle Ray!)
Sophia, a motherly, kindly soul,
Combines many things in one.
In front she offers her sweets and toys,
Behind other things are done.
Moreover, she circulates books to read,
Has fancy-work fine to see!
Such things as nubies and knitted shoes,
Oh, lots of beautiful things to choose,
And all the time, in back of it all,
The ladies "up North" who stop to call
Keep circulating the news!

Come, look into Mrs. Hooper's now
For Christmas time is here.
Oh, see the dolls! imported toys!
The candies! my! so dear!
The sign's out, "Chicken Chowder,"
I'd rather have ice-cream
And some of those nice frosted rounds—
How lovely it would seem
To sit an' order everything
As if it were a dream!
There's Nellie Hooper smiling,
Wish we had time to stop.

Let's buy some printed lozengers
With mottoes on the top.
It's fun to watch Black Martha
Appear an' disappear,
The trap-door opens—up she comes!
Then down again she goes!
Oh, there's lots to see in Hooper's
For anyone who knows.

Don't stop at Bennett's shoe-store,
Come, let us hurry by
To Sarah B's an' Mary P's;
They keep a good supply
Of copy-books an' pencils
And puzzles from the city;
An' maybe Phoebe Clisby
Will show us something pretty.
"Please, Phoebe Lizzie, may we try
That puzzle-ring once more?
And may we see those leather bags
You spoke about before?"
Oh, the last shop in the Row is best,
The two Swain sisters' store!

But we must get the dry-goods
That mother wants to buy.
Let's step into this little store
Of Mary Harris Nye.
She used to be a Miss Riddell,
Her sister, Sarah B.,
Helped her mother Charlotte run it;
They had the store, you see.
Now Lydia Ann Clisby
Has the selling all to do,
She'll match the patterns for us,
Both the lavender and blue.

Next, up to Mrs. Manter's,
So dignified is she!
She does a thriving business
While the Cap'n is at sea.
Her daughter, Clara Manter,
Is her mother's right-hand man,
If they can't match the worsted,
There's someone else who can.
We'll just go up the street a bit
To Mary F's, you know,
Miss Coleman's store is up-to-date,
The second in the Row.
Her new clerk, Susie Winslow,
They say is doing well
And seems real interested
In learning how to sell.

Now for the final errand
At Hannah's across the street
Miss Sheffield keeps an assortment
Of buttons and trimmings neat.
She'll give us a smiling welcome,
In her usual quiet way,
She's a wonderful business woman,
Tho' she mustn't expect, they say,
To quite fill the place
Of 'Lizy Ann Chase,
But she'll compass it yet, some day.

* * * *

The years hurry on in their cycle
And families come and go—
What's this you are trying to tell me?
"Why, Hannah is gone, you know,
The last of the women merchants
Who belonged to the famous Row.
Very strange it will seem without them
In our saunterings to and fro,
Very strange not to see them always
When into the shops we go.
Their methods unique—their greetings—
Their wit—we shall miss it so!"
Thus we smile and we sigh, as we sadly record
The passing of Petticoat Row.

For Centre Street now, as we see it,
Bears many an alien name.
The best of its charm has vanished,
It never can be the same.
Then here's to Nantucket women,
In the days of auld lang syne!
Here's to their independence
And their qualities so fine!
Here's to the wit and humor
Of many a kindly dame!
Here's to their industry and thrift,
Their honesty, their fame!

—Helen Cartwright McCleary.

Hinckley Lane and "The Springs"

The concern of residents living on or near Hinckley Lane over the suggestion that the lane be hard-surfaced has brought a number of queries as to how the lane received its name and what is meant by "the Springs."

A century ago, one of the few farms remaining along the north shore was that of Captain Eben Hinckley. From the extension of North Street (now called Cliff Road), a narrow lane led to the farm and continued on to the bluff top. Naturally, this became Hinckley Lane. For many years the nearest house was Thomas Hamblin's, near the head of North Liberty Street. The first summer residence in the area was Charles O'Connor's large mansion on the bluff top, later the summer home of Breckinridge Long's family.

Where Hinckley Lane reached the bluff, overlooking the beach, a twisting footpath led down to the sandy shore. Close at hand, a stream of water from a spring bubbled out of the clay bank, trickling down to where a natural pool had been formed in the blue clay base of the cliff. This has been called Sachem Spring for many years.

The area was a favorite rendezvous, and many Islanders enjoyed beach picnics and clam bakes under the bluff top's protection. Some time around 1882, Eastman Johnson, the famous artist, who enjoyed his residency in Nantucket, and who had a studio near the Reed Pond, decided to improve the flow of water at Sachem Spring by inserting an iron pipe in the clay bank at what was believed to be the main outlet.

The result was disastrous as, being unattended most of the time, the pipe clogged and the water's natural course was disrupted. The force of the pent-up spring asserted itself by breaking out in several places along the bank, thus obliterating the old channel. Mr. Johnson was disconcerted to find his good intentions so unexpectedly diverted, and attempted to remedy the situation. But the later efforts were as futile as the first.

In 1918, John H. Robinson, native Islander who was then with the Coast and Geodetic Survey department in Washington, and William P. Hubbard, a summer resident who had erected a large summer place on the nearby bluff, attempted to remedy the situation by placing a cement basin at the base of the cliff. However, the diverting of the original source of the spring continued to have the effect of not allowing its return to its former flow. In later years, Mr. Robinson, who became manager of the Wannacomet Water Company after his busy service in Washington, humorously used to comment that his first interest in Nantucket's water supply had nothing to do with pipes!

Hinckley Lane remains one of the few Nantucket roadways still resembling its old-time appearance. There are many residents besides its neighbors who trust it will remain so.

Lulubelle's joins lady shopkeepers on Petticoat Row

A brand new store with exciting brand new things for the fashion-minded will open May 23 at 23 Petticoat Row, more commonly known as Centre Street. Lulubelle's as the shop will be called, will carry fashions by Jim Tillet of St. Thomas in the Virgin Islands.

Tillet's silk-screened fabrics, paintings, maps, and best of all his ladies' resortwear and men's shirts will be available exclusively at Lulubelle's. Color has been Tillet's lifetime preoccupation. A search for brilliant sunshine and

"A Good Friend"

From the Memorial Service for Miss Josephine Congdon, by Rev. Edward B. Anderson

Unitarian Church, Nantucket, December 15, 1974

What a wonderful welcome to Nantucket - to be welcomed by Miss Josephine Congdon. The gracious smile with which she equally met the great and famous in Washington, D.C. or the young and impressionable at the door of her kindergarten continued to greet us into her room at Our Island Home even in her last days with us. It was a smile that said more than welcome; it spoke of an approach to life and people in which all is important. "I see you, that you are a person and therefore important. to me and so I am delighted to be here with you."

The world speaks of human equality - of justice and compassion - what it all boils down to is what Miss Jo managed to say with just a smile - whoever you are, you are important to me. As we all know, there never was much to her physically, hardly bigger than a sandpiper going up Main Street to bring a bright moment to someone's gray day, but she possessed the miraculous talent of making those she met feel a little bigger with her gentle touch - children particularly. Now many people have said to me, "I remember when I was just a little one seeing Miss Congdon do such and such..." Children notice those who notice them - and do not soon forget the feeling they are noticed with. It is often said of children that they outgrow their playmates - perhaps that is the way of the world. But to outgrow children - ah, that is a misfortune, a misfortune Miss Congdon never knew for she never outgrew children, not the childlike delight with life that few except the very young know how to treasure - a parade - a birthday party - a sunset lighting up the sky in a great burst of color. Now appropriate that her birthday fell on Flag Day - amd remarkable that so many people knew that Flag Day was Miss Josephine's birthday - but why not? It was a day she enjoyed so thoroughly that she was able to draw others into her happiness. How can reasonable people ever be blasé anout such things - such joys as those life provides us with in the living of it.

There was a photographic essay on exhibit in town a short while ago entitled, "The Nantucket Woman." A little maiden lady, holder of the Boston Post cane as the island's oldest resident, represented much in her life and her demeanor that many of us feel important to any portrait of the Nantucket woman we would like the world to know. As there is something divine in a smaile; it is the eternal love that says, "Whoever you are, you are important to me."

These hearts were woven of human joys and cares,
Washed marvelously with sorrow, swift to mirth.
The years had given them kindness. Dawn was theirs,
And sunset, and the colors of the earth.
These had seen movement, and heard music;
Known slumber and waking; loved; gone proudly friended;
Felt the quick stir of wonder; sat alone;
Touched flowers and furs and cheeks.
All this is ended.
There are waters blown by changing winds to laughter...
And lit by the rich skies, all day.
And after, frost, with a gesture, stays the waves that
dance and wandering loveliness. She leaves a white
unbroken glory, a gathered radiance, a width,
a shining peace, under the night...

Josephine Congdon

Miss Josephine H. Congdon, aged 98, whose home was at 1 School Street, Nantucket, for many years, died peacefully in her sleep Sunday morning, December 8, 1974, at Our Island Home, where she had been a resident for some time. Miss Congdon was the holder of the Boston Post Cane, as the oldest living resident of Nantucket.

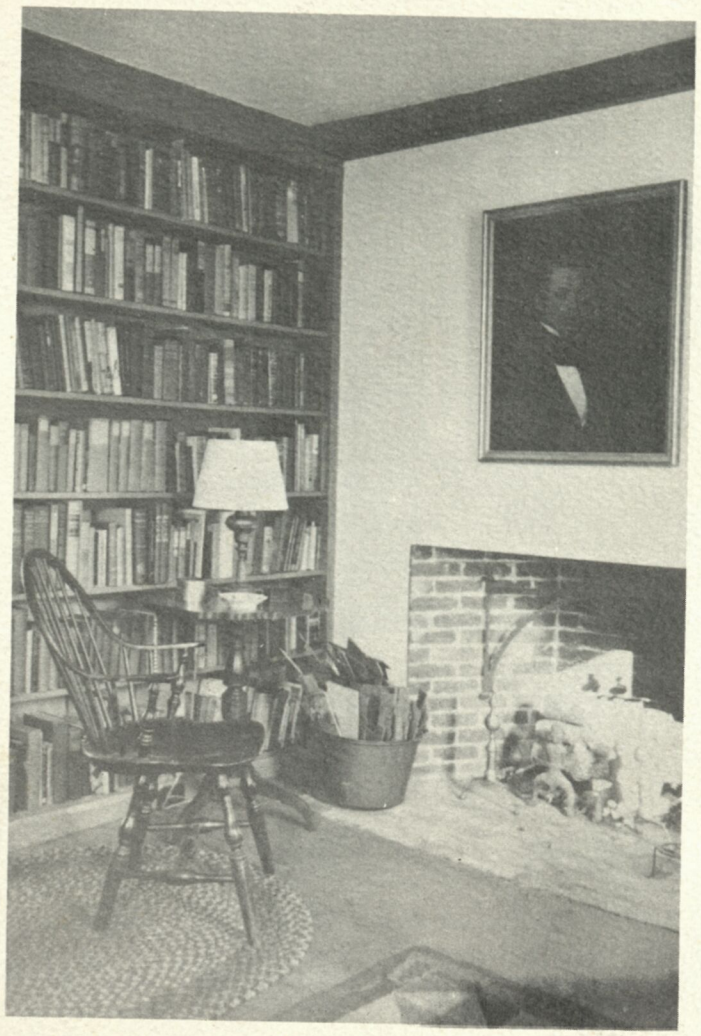
She was born June 14, 1876, in Newport, R.I., the daughter of Joseph W. and Mary E. Congdon. Her father was a Captain in the Coast Guard, then known as the Revenue Cutter Service. He served on the S. S. Housatonic in the U. S. Navy and was later transferred to the Coast Guard and became the First Commandant in the Coast Guard Academy, at that time in New Bedford, Mass.

Miss Congdon was for many years a kindergarten teacher. She taught first in Washington, D.C., and returned to Nantucket when her father retired here. She conducted a small kindergarten class here for a number of years.

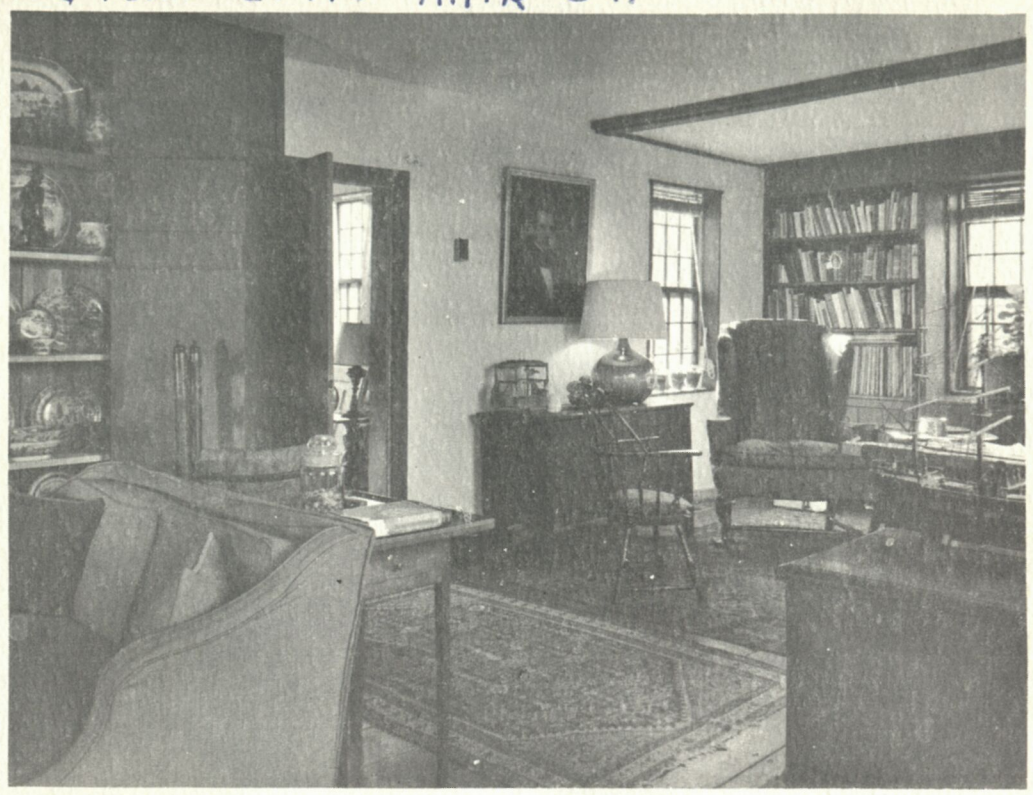
She was active in the work of the Unitarian Church here in Nantucket, serving as Treasurer for many years. She was a member of Abiah Folger Franklin Chapter, D.A.R., of the Nantucket Historical Association and of the Maria Mitchell Association of Nantucket. She is survived by her niece, Miss Helen Powell, with whom she lived for many years, and by a nephew, Walter Ketzler, Jr., of Eliot, Maine.

Funeral services will be conducted by the Reverend Edward Anderson at 2:30 Sunday afternoon, December 15, in the Vestry of the Unitarian Church. Interment will be in Prospect Hill Cemetery.

23 Milk St.



"Back room at 23 Milk St.



#23 Milk St. Home of Kenneth Dupree-
Jack Bishop & Marshall Sheldon

Kenneth Dupree- "Old Houses on Nantucket"

Backview of #2 Copper Lane (Very old photo)

Showing back corner of #23 Milk St

#2 Copper Lane (Back)
Very old photos

Photo of Gertrude A. Pratt (Porter) taken on right, front corner of #2 Copper Lane the summer of 1970 when she & Helen Caswell spent the entire summer there-

Mrs. Jessie Glidden

Mrs. Jessie E. Glidden, 92, of 22 Milk Street, died last Wednesday at Our Island Home following a long illness. She was the widow of Reuben S. Glidden, a real estate dealer, who died in 1956.

She was born in Georgetown, Prince Edward Island, Nova Scotia, Canada, daughter of the late Mr. and Mrs. Donald Skinner and had lived in Nantucket most of her life.

She was a member of St. Paul's Episcopal Church and of the Candlelight Guild of the church.

Mrs. Glidden is survived by two sons, Charles S. and James K. Glidden, both of Nantucket, and by 10 grandchildren and four great-grandchildren.

Funeral services were held last Friday at St. Paul's Church and interment was in Prospect Hill Cemetery.

"A neighbor"

'Sconset this week to go to their home in Palm Beach, Fla.

Mr. and Mrs. Bradford M. Coffin, who returned to Manasquan, N. J., after leaving Nantucket last spring, have now returned to their former home in Piedmont, California.

A distant cousin of Grace Brown Gardner

In Nantucket Cottage Hospital, December 19, 1974, Mrs. Rozelle B. (Coleman) Jones, 73, of Easton Street. She was the wife of George W. Jones and in addition to her husband leaves three daughters, Alice Knapp, Chester, N.H.; Charlotte Lincoln, Reading, Mass. and Anne Stinnett, Chelmsford, Mass; ten grandchildren and two cousins, Henry B. Coleman of Nantucket and Priscilla Coleman Mayhew of Martha's Vineyard.

Funeral services will be at 2 p.m., Monday, at St. Paul's Episcopal Church. The family requests that in lieu of flowers, contributions be made to a favorite charity.

Dr and Mrs George Pond "Effie" – a next door and real neighbor.
Effie passed on 1973

Convenient Milk Street location with 3 bedrooms, 2 baths and expansion space. Newly remodeled kitchen, full dining area, living room, den. In excellent condition. $89,500.

NANCIE B. TAYLOR, BROKER
PAT TYLER, 228-9213, Sales Associate

Home of Mrs. Pond (Effie) Sold once and again offered for sale.